

- Notes:**
1. Within Tract B, the compatibility requirements per Section 25-2-1063 shall be modified to allow a maximum 60' height in the area bounded by a 240' setback from the Bull Creek Road property line and is also at least 200' and not more than 630' from the north property line.
 2. No streets, internal drives, alleys, or major vehicular circulation routes may be gated.
 3. All development on this site is subject to the Project Design Guidelines approved as part of this zoning case.
- Water Quality and Drainage Notes:**
4. The project will provide flood mitigation for the 9.39 acres of existing impervious cover on the site which is not currently detained. The existing State office development does not have any detention or flood control facilities and current code does not require new development to mitigate for existing impervious cover. If the project participates in the RSMP, the RSMP fee will be paid as if the current 9.39 acres of impervious cover does not exist.
 5. The project shall provide water quality controls through the use of a wet pond or green water quality controls for at least 50 percent of the water quality volume required by City Code. This is a cumulative requirement for the entire site and shall not be applied to any individual Site Plan.
 6. The project will provide that a minimum of 10 acres of impervious cover on the site will drain to and be treated by Green Water Quality Controls such as rain gardens and rainwater capture systems. Biofiltration ponds shall not be counted towards this requirement, unless they are designed to infiltrate water.
 7. The on-site drainage system shall be designed to convey the 100-year storm event.

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG.	CHORD
C1	199.11'	175.61'	50°32'01"	N01°24'51"E	169.97'

SITE DEVELOPMENT REGULATIONS							
	TRACT A	TRACT B	TRACT C	TRACT D	TRACT E	TRACT F	TRACT G
Minimum Lot Size in s.f.	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Minimum Lot Width	30'	30'	30'	30'	30'	30'	30'
Maximum Height	40'	65' ⁽¹⁾	47' ⁽²⁾	47' ⁽²⁾	35'	47' ⁽²⁾	60'
Minimum Setbacks from Public Streets ⁽⁴⁾							
	Front Yard	10'	0'	10'	0' ⁽⁶⁾	10'	0'
	Street Side Yard	10'	0'	10'	0'	10'	0'
Minimum Interior Yard Setbacks							
	Interior Side Yard	0'	0'	0'	0'	0'	0'
	Rear Yard	0'	0'	0'	0'	0'	0'
Maximum Floor Area Ratio ⁽⁵⁾	0.75:1	1.5:1	0.75:1	1:1	0.75:1	1:1	1:1
Impervious Cover Maximum ⁽⁵⁾	55%	NA ⁽³⁾	NA ⁽³⁾	NA ⁽³⁾	55%	NA ⁽³⁾	NA ⁽³⁾
Building Coverage Maximum ⁽⁵⁾	45%	NA ⁽³⁾	NA ⁽³⁾	NA ⁽³⁾	45%	NA ⁽³⁾	NA ⁽³⁾
Maximum Residential Units	87	NA ⁽³⁾	NA ⁽³⁾	NA ⁽³⁾	77	NA ⁽³⁾	NA ⁽³⁾

(1) Up to 5% of Tract B is permitted to be up to 75' in height. This additional height is permitted only within the Height Setback Zone, as shown on the LUP Plan. Height on Tract B may not exceed 5-stories.

(2) Within 100 feet of Tract G, height may be increased to a maximum of 60' for an Affordable Housing development with the project's Affordable Housing Program. A minimum of 25% of the residential units in a building must be affordable under the project's Affordable Housing Program in order for that building to qualify for this height exception. Building height will be required to comply with City of Austin Compatibility Standards. Within 100 feet of Tract E, Maximum Height on Tracts C and D is limited to 40 feet

(3) Tracts B, C, D, F, and G do not have individual Impervious Cover, Building Coverage, or Unit Caps, but they are subject to the overall IC, Building Coverage, and Unit Cap as stated in notes 2 and 6, above.

(4) The minimum setback from Bull Creek Road is 15' for all tracts.

(5) Right-of-Way dedicated from a given tract shall still be included in the total site area to calculate Site Development Regulations including FAR, Impervious Cover, Building Coverage, and Dwelling Units.

(6) The minimum building setback from Bull Creek Road ROW in Tract D is 25'.

Notes:

1. Impervious cover, number of dwelling units, and building coverage are not listed per individual Tracts in the Site Development Regulations table and shall be dealt with via a "bucket" system. Individual Tracts and/or Site Plans may vary above or below the listed limits, as long as the calculation for the overall 75.76 acre site does not exceed the limit. Applicants shall add a tabulation table (as adopted per this PUD ordinance) to each site plan and subdivision application submittal which will show the current standing of of the overall Site Development Regulations. City Staff shall review the table provided with each application and verify that it is in accordance with the Site Development Regulations outlined in the PUD Land Use Plan.

2. The number of total residential units on the site is capped at 1515 dwelling units (affordable housing units and congregate living are not included in this cap) . Affordable housing units are defined as rental or for-sale units that are restricted to 120% MFI or below. Congregate living is limited to a maximum of 300 beds. Congregate care units with kitchens plus market rate units may not exceed 1548.

3. Within the "Oakmont Compatibility Zone" depicted on the Land Use Plan, height is limited to 35 feet and buildings facing Bull Creek Road shall have no more than two attached dwelling units per building.

4. Total office uses on site, including Administrative and Business Office, Medical Office, and Professional Office, are capped at 185,000 square feet.

5. Total non-office commercial uses on the site are capped at 140,000 square feet and a maximum size of 35,000 square feet for any one tenant space.

6. Overall project impervious cover is capped at 65% and overall project building coverage is capped at 55%.

7. The FAR maximums listed in the Site Development Regulations table apply to individual Tracts within the PUD and the FAR shall not be exceeded on an individual Tract basis but may be exceeded on an individual site plan within a Tract. Tacking the allotted and remaining FAR within each Tract is the responsibility of the Applicant.

8. Parks and open space are allowed uses in all Tracts.

9. Cocktail lounge uses are capped at 10,000 SF total and a maximum size of 7,500 SF for any one tenant space. Additionally, cocktail lounge uses are not permitted within 300' of an SF-5 or more restrictive zoning district or properties on which uses permitted in an SF-5 or more restrictive zoning district are located.

10. Liquor sales uses are capped at 15,000 SF total and a maximum size of 10,000 SF for any one tenant space.

11. Hospital (General) uses are allowed only in association with Congregate Living, on the same site as Congregate Living, and are limited to a total of 65,000 SF.

12. Live-work units are defined as residential units which are similarly configured to residential row houses or townhomes but are distinguished by a workspace, studio, storefront, or business that is flush the with street frontage. The non-residential portion of the unit shall be located on the ground floor only and the residential and non-residential areas must be used and occupied by the same owner or occupant.

13. Driveway and trail locations shown on the Land Use Plan are approximate and will be determined at the time of Site Plan.

14. Public art shall be installed in a minimum of three (3) locations throughout the project. A minimum budget of \$60,000 shall be spent on public art within the PUD site.

15. Off-site Parking per 25-6-501 may be provided for a use located in any Tract within the PUD so long as the off-site parking is located in a Tract where Off-site Accessory Parking is a permitted use.

16. Proposed Pedestrian and Bicycle Bridge over Shoal Creek:

16.a. The applicant will post fiscal with the City of Austin for the construction of a bicycle and pedestrian bridge crossing Shoal Creek enabling a trail connection from the site to Shoal Creek Blvd. The amount of the fiscal shall be based on the Applicant's approved engineering cost estimate. Subject to City approval of the proposed bridge location (the City considering environmental, connectivity and other factors) the Applicant will construct the bridge and trail. If the City of Austin or the applicant is unable to secure an easement to allow for the construction of said bridge, the posted fiscal may be utilized by the City to complete other bicycle and pedestrian improvements in the area. The Applicant further agrees to provide easements, if needed, for future bicycle and pedestrian bridge crossings at both the northern and southern portions of Shoal Creek, whether or not the bridge described above is constructed.

16.b. Bridge location shown is approximate and subject to change. Bridge may be located

anywhere on site with City approval so long as it does not impact the wetland CEF or the portion of the wetland CEF buffer that is outside the 100-year flood plain.

17. The project shall provide the following benefits to encourage alternative transportation options:

17.a. A minimum of one location shall be set aside for a B-cycle station, as coordinated with B-cycle (station to be installed by B-cycle when network is expanded to encompass project) .

17.b. A minimum of 8 car-sharing parking spaces will be reserved on the site, subject to inclusion of the site in the coverage area of a car-share service.

17.c. All office buildings that are 10,000 SF or greater will provide shower and changing facilities meeting the requirements of Austin Energy Green Build Commercial Ratings (2013) .

17.d. Bike parking will be provided for a minimum of 10% of all required vehicular parking spaces. Private garages serving a residential unit are considered to meet this requirement.

17.e. A minimum of two bus stops will be provided on Bull Creek Road or within the project site for a bus route located along Bull Creek Road adjacent to the project site and/or routed through the project site. Each stop shall feature improvements including, at a minimum: a bench, a trash receptacle, and some form of shade located nearby (shade structure, bus shelter, trees, etc.) . Bus stops should be approximately 25 feet in length by 10 feet in width and incorporated into the sidewalk. A larger area of approximately 15 feet in width (perpendicular to the road by 50 feet in length (parallel to the road) surrounding the stop should maintain a level slope to ensure that all ADA slope requirements are met.

17.f. All multi-family developments shall incorporate bicycle cage parking for residents.

18. The total square footage of all development in the PUD is not capped by this ordinance.

18.a. At least 30,000 square feet of retail development shall be required once 700 units of residential development are constructed before any additional residential development can occur on the property.

18.b. At least 35% of the total required affordable rental units shall be provided once 325 multi-family residential units are constructed before any additional multi-family units may be constructed. At least 35% of the total required affordable for-sale residential units shall be provided once 100 "podium style" condominium residential units are constructed before any additional "podium style" condominium residential units may be constructed.

18.c. Tier 2 affordable housing is separate from and does not count against any overall square footage caps.

19. A person may not use or permit the use of sound equipment at a business or in the parks, plazas, or other publicly accessible gathering space after the hours of 9:00 PM Sunday through Thursday and 9:30 PM on Friday and Saturday or federal legal holiday.

20. Prior to approval of storm water runoff drainage construction plans by the City, the Owner shall provide a report from an independent third-party engineer, selected pursuant to the terms of a separate agreement between the owner and the Ridgelea NA, reviewing the proposed drainage plans. The third party engineer report shall review and report on whether the drainage construction plans and development proposed by the Owner will result in additional adverse flooding impact on any property within the boundaries of the Ridgelea neighborhood as provided in Chapter 25-7 of the Austin City Code and the City's Drainage Criteria Manual. The City shall review and consider the third party engineer report and require the Owner to modify the construction plans as necessary to eliminate any identified adverse impacts.

21. A 10 foot private drainage easement for the benefit of a Property Owners Association managing common areas on the Property shall be provided as shown on the Land Use Plan for drainage improvements, if needed, to ensure no additional adverse impact to Idlewild residents downstream.

22. Prior to development of the Property, the Owner shall contribute \$400,000.00 in funds to implement the Off-Site Sidewalk and Traffic Calming Improvements Program approved jointly by the Austin Transportation Department, ARG and the BCRC and set forth in City Resolution No. 201612 ____ - ____.

TRACTS A & E
Condominium Residential
Duplex Residential
Family Home
Group Home, Class I (Limited)
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Townhouse Residential
Two-Family Residential

TRACT D
Community Garden
Condominium Residential
Congregate Living
Duplex Residential
Family Home
Group Home, Class I (Limited)
Multifamily Residential
Off-site Accessory Parking
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Townhouse Residential
Two-Family Residential
Urban Farm

TRACT C
Community Garden
Condominium Residential
Congregate Living
Duplex Residential
Family Home
Group Home, Class I (Limited)
Multifamily Residential
Off-Site Accessory Parking
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Townhouse Residential
Two-Family Residential
Urban Farm

TRACT F&G
Administrative & Business Offices
Art Gallery
Art Workshop
Community Garden
Condominium Residential
Congregate Living
Counseling Services
Cultural Services
Day Care Services (Commercial)
Day Care Services (General)
Day Care Services (Limited)
Duplex Residential
Family Home
Financial Services
Group Home, Class I (Limited)
Group Residential
Hospital (General)
Live-Work Units
Medical Offices (all sizes)
Multifamily Residential
Off-site Accessory Parking
Personal Services
Pet Services
Private Primary Education Facilities
Private Secondary Education Facilities
Professional Office
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Software Development
Townhouse Residential
Two-Family Residential
Urban Farm

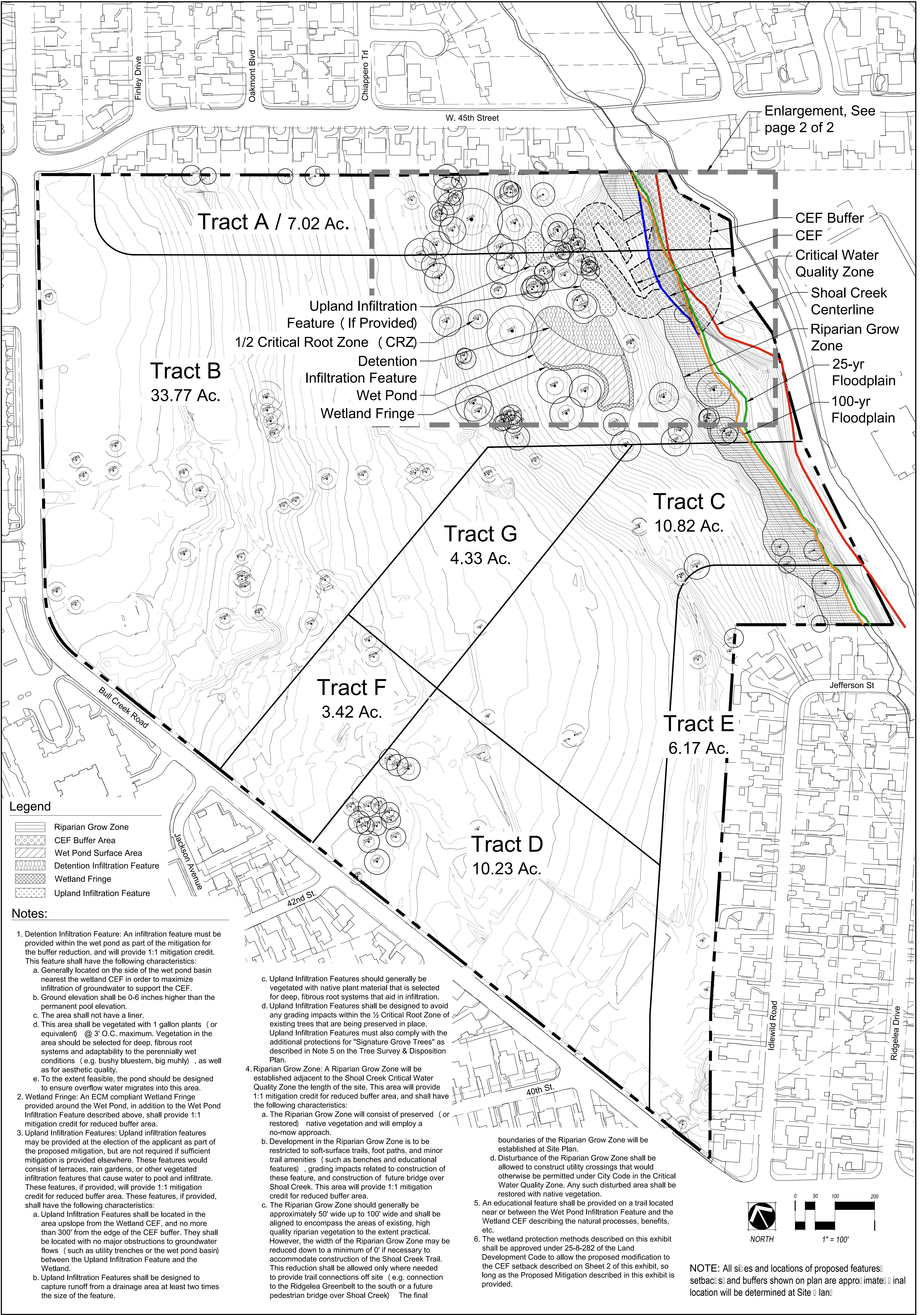
OPEN SPACE (Permitted in all Tracts)
Drainage, Detention & Water Quality Facilities
Trails (hiking trails, multi-use trails, pedestrian/bicycle bridges) and Related Improvements
Open Space (privately owned and maintained)
Parkland (City owned, may be privately maintained)
Community Recreation (Public and Private)
Parks and Recreation Services (General)

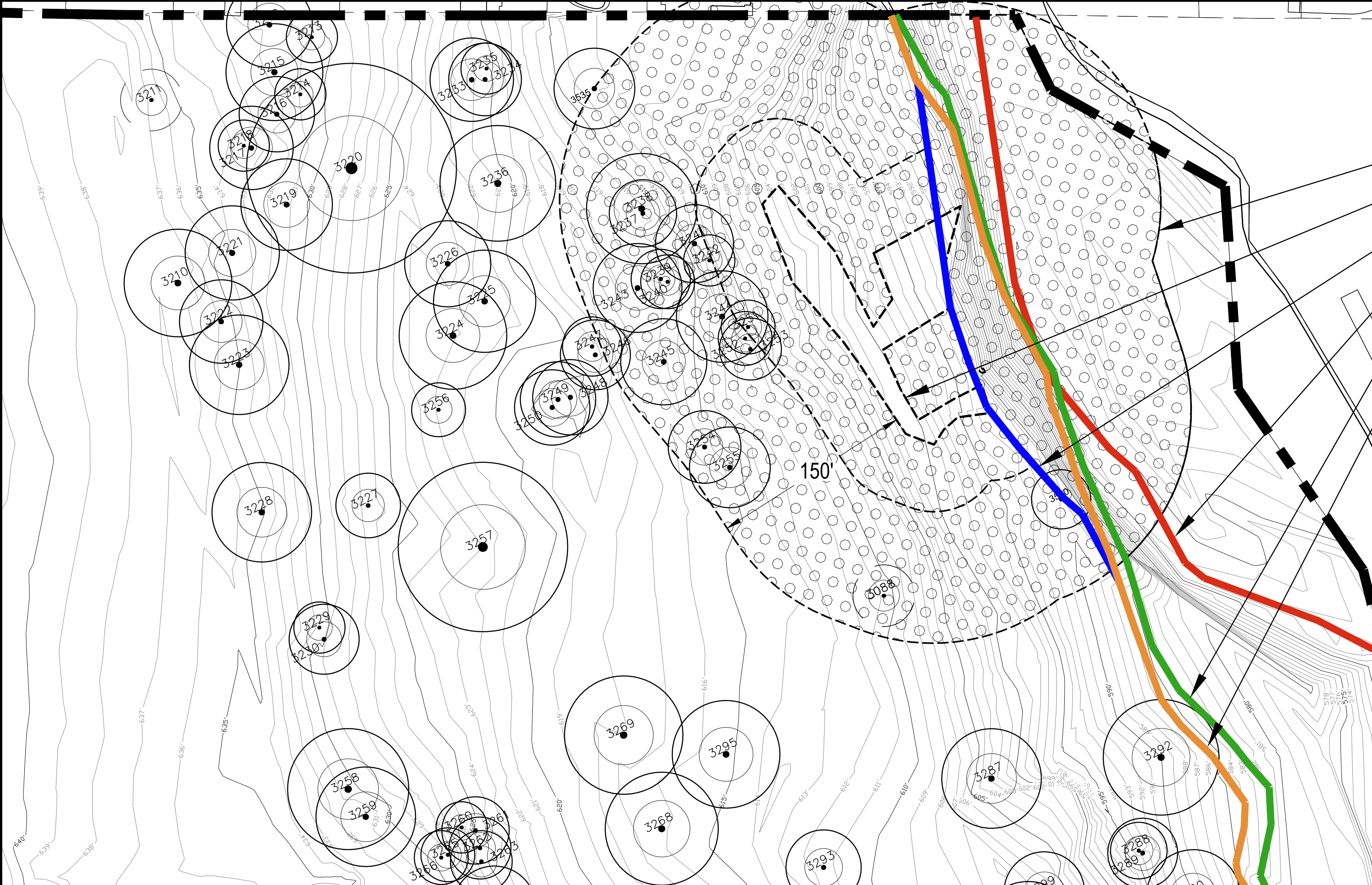
TRACT B
Administrative & Business Offices
Art Gallery
Art Workshop
Automotive Rentals
Automotive Sales (max. 3000 SF)
Automotive Washing (accessory only)
Business or Trade School
Business Support Services
Cocktail Lounge
College & University Facilities
Commercial Off-Street Parking
Community Garden
Community Recreation (Private)
Community Recreation (Public)
Condominium Residential
Congregate Living
Consumer Convenience Services
Consumer Repair Services
Counseling Services
Cultural Services
Day Care Services (Commercial)
Day Care Services (General)
Day Care Services (Limited)
Duplex Residential
Family Home
Financial Services
Food Preparation
Food Sales
General Retail Sales (Convenience)
General Retail Sales (General)
Group Home, Class I (Limited)
Group Residential
Hospital (General)
Hospital Services (Limited)
Hotel-Motel
Indoor Entertainment
Indoor Sports & Recreation
Liquor Sales
Live-Work Units
Medical Offices (all sizes)
Mobile Food Establishments
Multifamily Residential
Off-Site Accessory Parking
Outdoor Sports & Recreation
Personal Improvement Services
Personal Services
Pet Services
Printing & Publishing
Private Primary Education Facilities
Private Secondary Education Facilities
Professional Office
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Research Services
Restaurant (General)
Restaurant (Limited)
Retirement Housing (Small Site)
Safety Services
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential*
Small Lot Single-Family Residential*
Software Development
Theater
Townhouse Residential
Two-Family Residential
Urban Farm

* Single-family detached uses permitted only within 150' of the boundary of Tract A

DEVELOPMENT ENTITLEMENTS SUMMARY	
Reference Notes 1-18 and Site Development Regulations for additional information.	
Total Impervious Cover	65%
Total Building Coverage	55%
Total Retail/Non-Office Commercial Square Footage	140,000 SF
Total Office Use Square Footage	185,000 SF
Total Residential Units (Not including Affordable Housing)	1515 units
Total Congregate Care Beds	300 beds
Maximum Cocktail Lounge Use Square Footage	10,000 SF
Maximum Liquor Sales Use Square Footage	15,000 SF
Maximum Hospital (General) Use Square Footage	65,000 SF



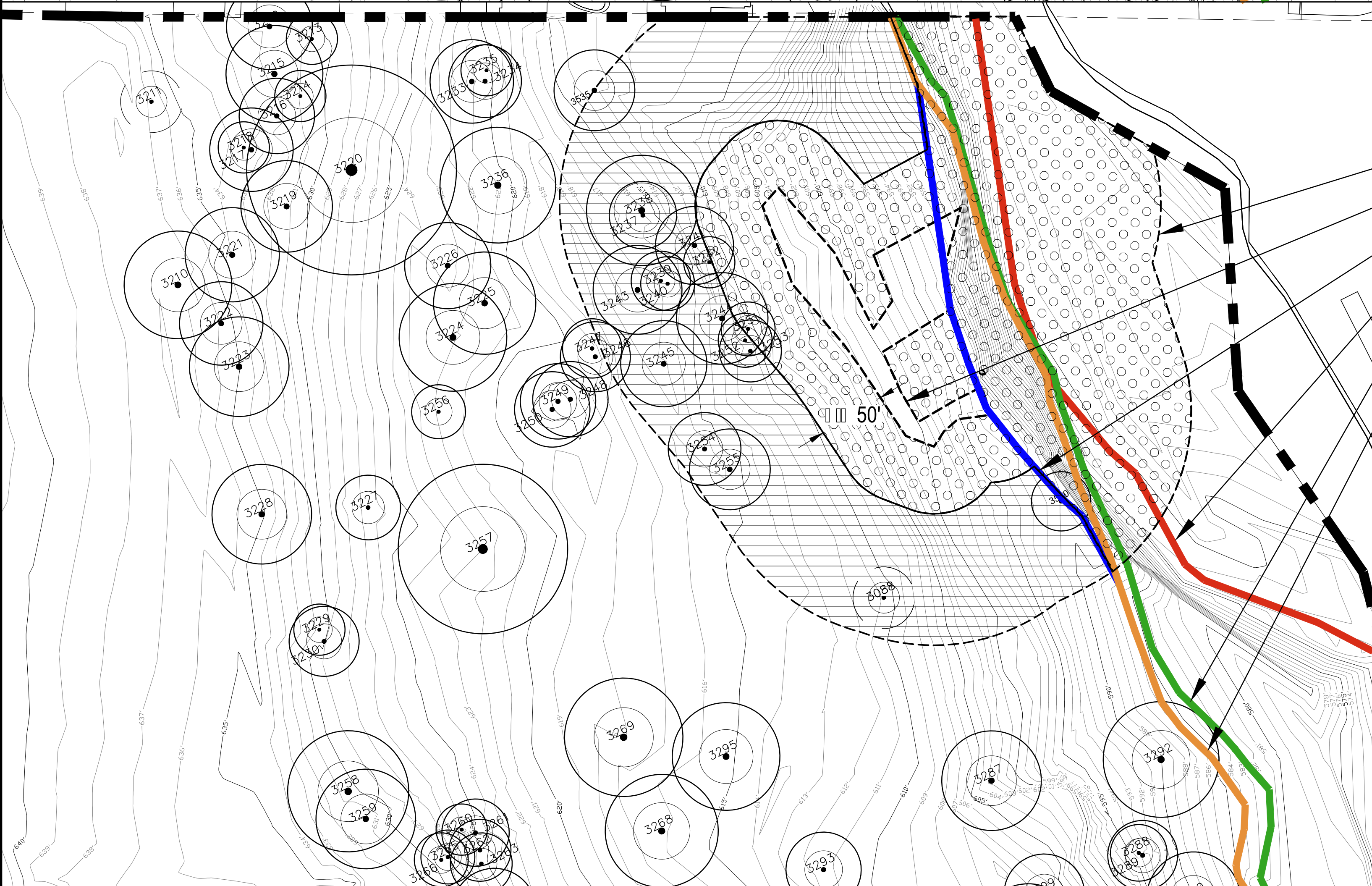




- CEF with Standard
150 Foot Setback
- 150' CEF Buffer
 - CEF (10,019 SF)
 - Critical Water Quality Zone
 - Shoal Creek Centerline
 - 25-yr Floodplain
 - 100-yr Floodplain

Legend

CEF Buffer Area (159,865 SF of standard buffer area on site)

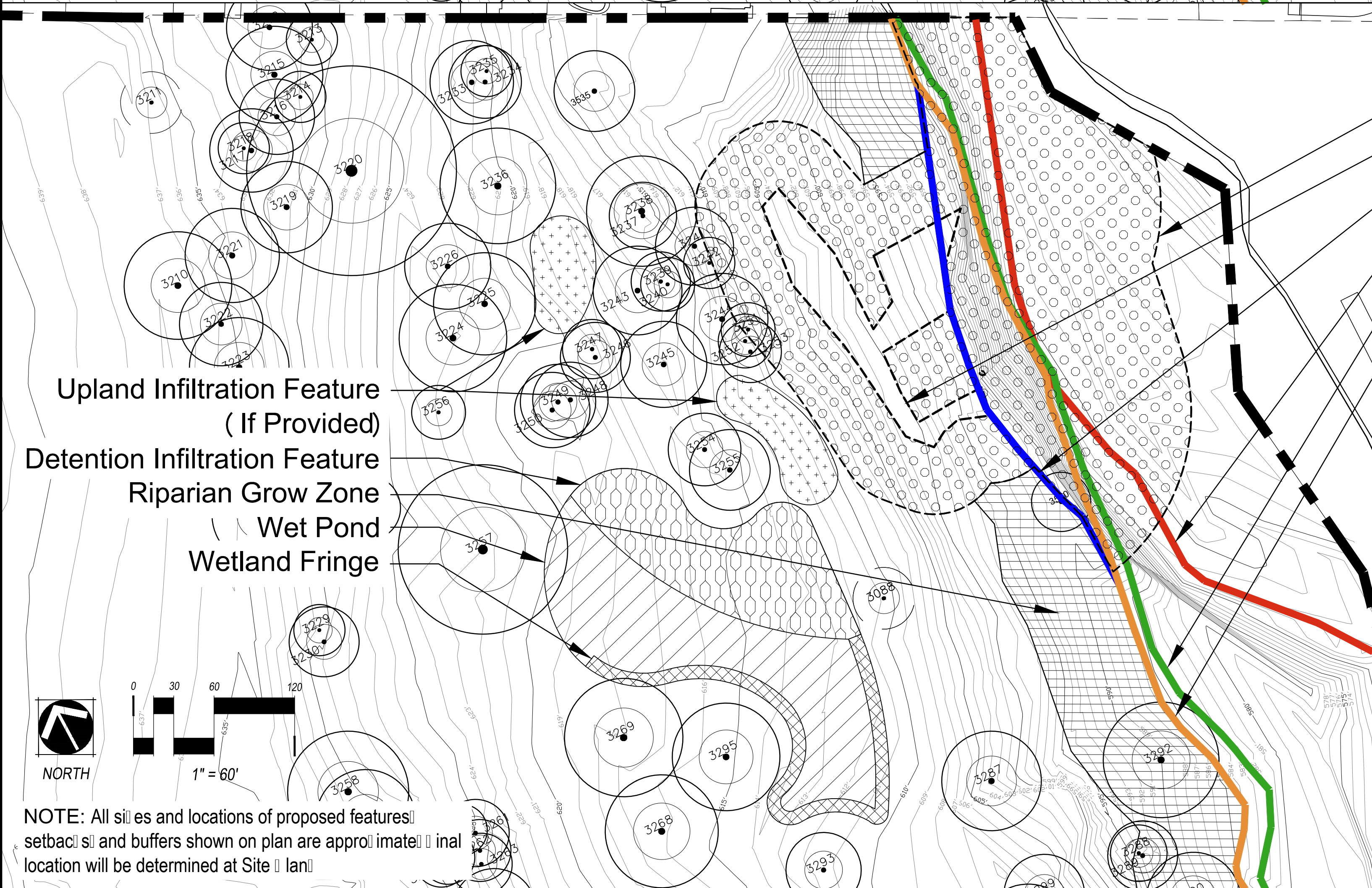


- Proposed Modification to
CEF Setback
- CEF Buffer
 - CEF (10,019 SF)
 - Critical Water Quality Zone
 - Shoal Creek Centerline
 - 25-yr Floodplain
 - 100-yr Floodplain

Legend

CEF Buffer Area (83,635 SF of CEF Buffer preserved)

CEF Buffer Area to be Mitigated (Standard buffer - Preserved buffer = 76,230 SF of buffer to mitigate)



- Proposed Mitigation
- CEF Buffer
 - CEF (10,019)
 - Critical Water Quality Zone
 - Shoal Creek Centerline
 - 25-yr Floodplain
 - 100-yr Floodplain

Legend

CEF Buffer Area

Wet Pond Surface Area

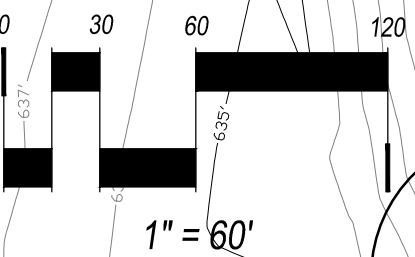
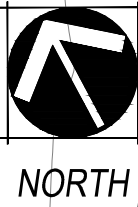
Riparian Grow Zone (Approx. 58,730 SF, no less than 40,000 SF)

Detention Infiltration Feature (Approx. 10,000 SF, no less than 8,000 SF)

Wetland Fringe (Approx. 2500 SF, no less than 1000 SF)

Upland Infiltration Feature (Approx. 5000 SF, no less than 0 SF)

Mitigation Calculation	
Mitigation Required	76,230 SF
Mitigation Provided	
Detention Infiltration Feature	10,000 SF
Wetland Fringe	500 SF
Upland Infiltration Feature	5000 SF
Riparian Grow Zone	50,000 SF
TOTAL MITIGATION PROVIDED	76,230 SF



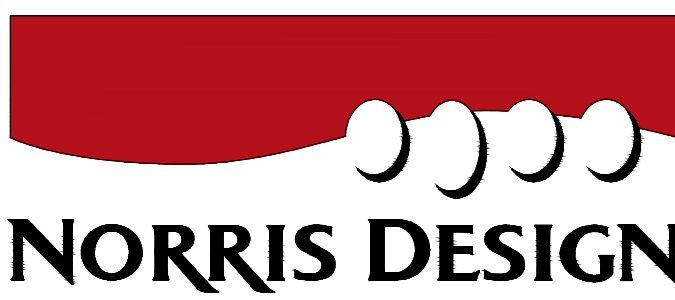
NOTE: All sizes and locations of proposed features, setbacks and buffers shown on plan are approximate. Final location will be determined at Site Plan.

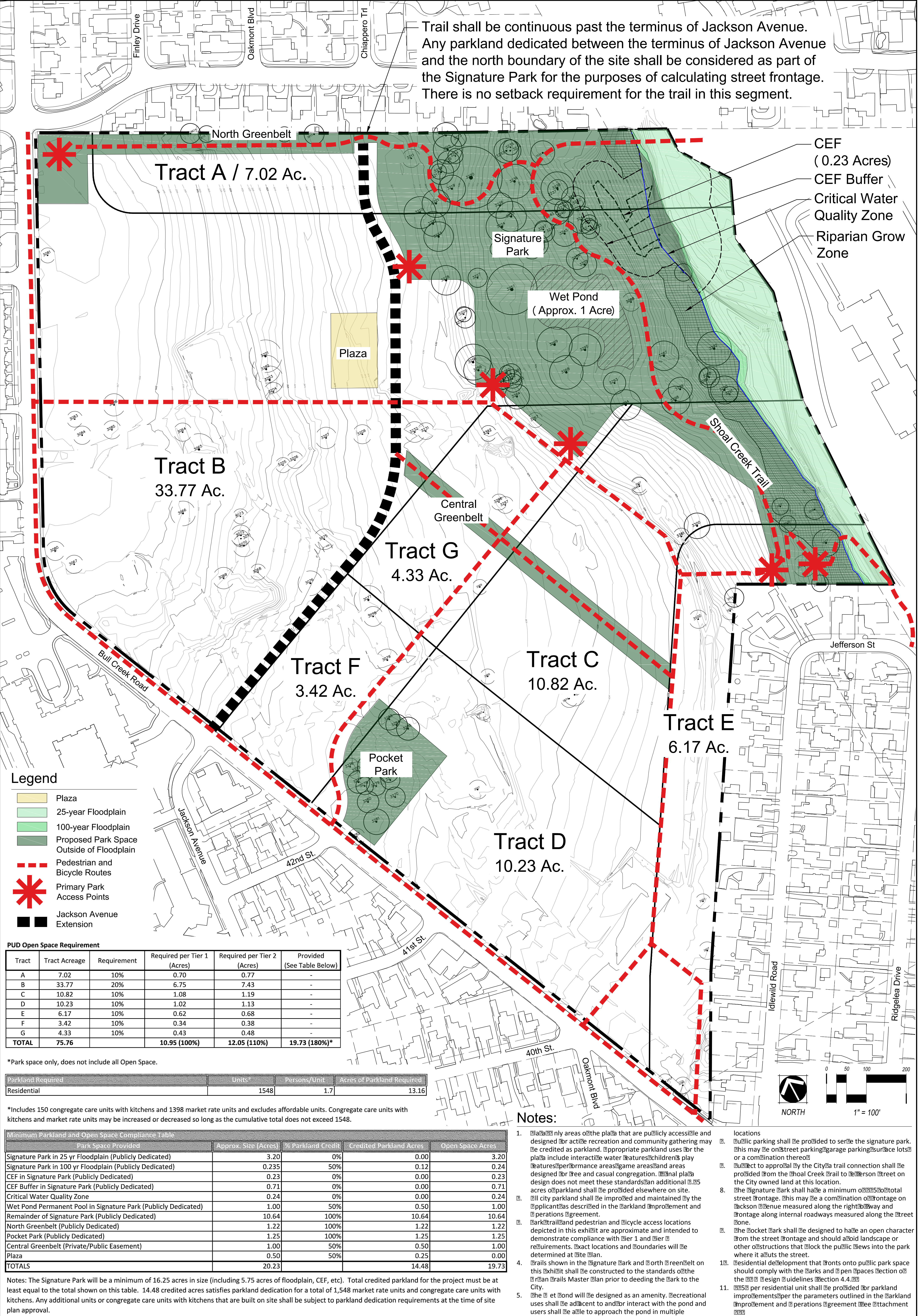
The Grove at Shoal Creek Planned Unit Development Environmental Resource Exhibit

December 8, 2016

2121 E. Sixth Street, Ste 203
Austin, Texas 78702
P 512.900.7888
F 303.892.1186

www.norris-design.com



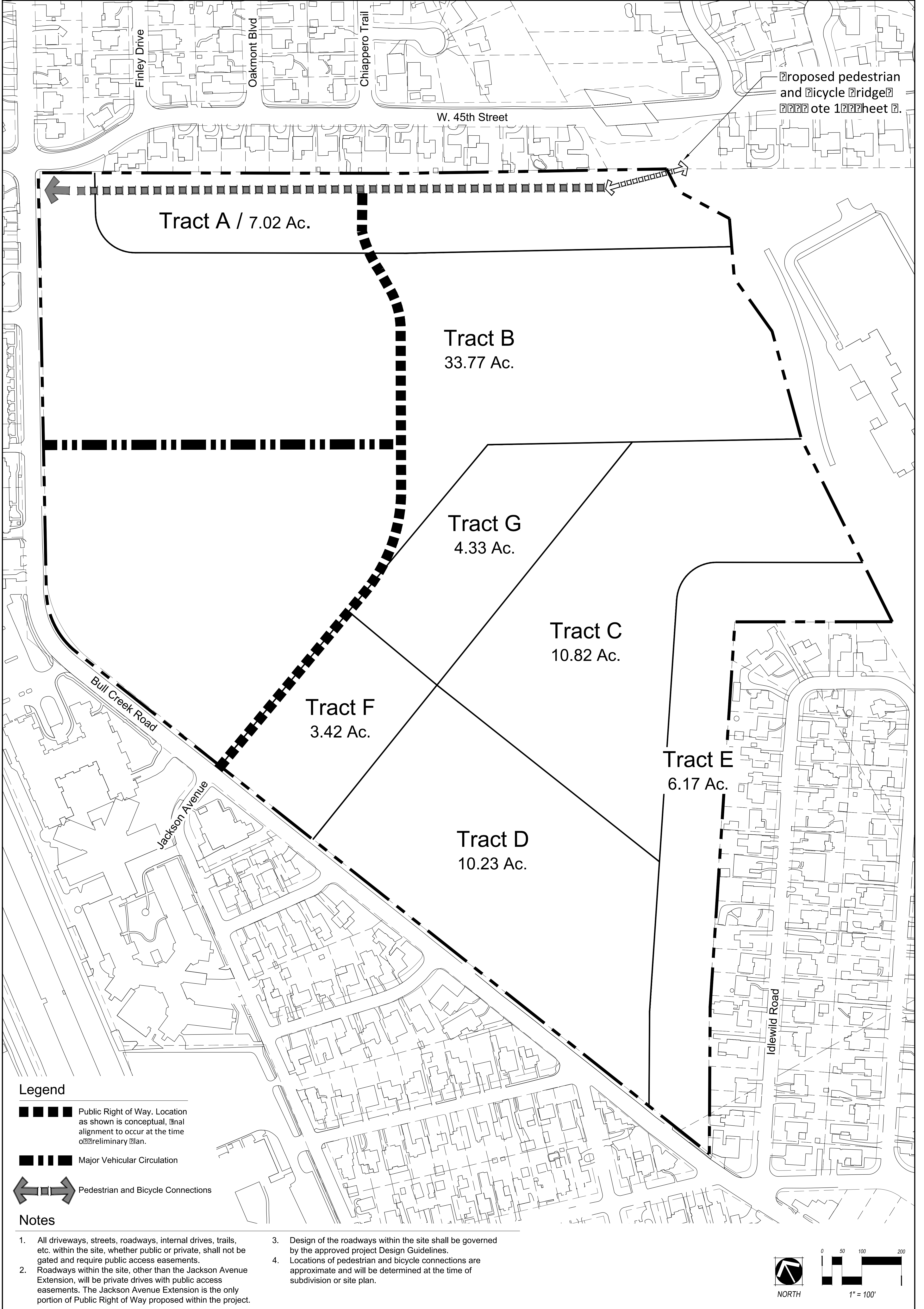


The Grove at Shoal Creek Planned Unit Development
Parks Plan Exhibit
December 8, 2016

2121 E. Sixth Street, Ste 203
Austin, Texas 78702
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F 303.892.1186

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The Grove at Shoal Creek Planned Unit Development
Roadway Framework Plan

December 8, 2016

Sheet 1 of 1

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The Grove at Shoal Creek

Design Guidelines

December 8, 2016



Shoal Cr



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02. Master Plan	Pg. 5
03. Framework	Pg. 11
04. Architecture	Pg. 30
05. Landscape and Open Space	Pg. 37

1.0 BACKGROUND

1.1 The Site

The site for The Grove at Shoal Creek is an approximate 76-acre parcel in north-central Austin. The property was owned by TxDOT until ARG Bull Creek acquired the site in early 2015 and initiated the planning process that resulted in the Master Plan, Planned Unit Development (PUD) Zoning, and this document.

The Grove at Shoal Creek is surrounded by existing and established Central Austin neighborhoods including Allandale and Shoalmont to the north, Rosedale to the east, Ridgelea and Oakmont Heights to the south, and Westminster and the Post West Austin Apartments to the west. The site is accessed by Bull Creek Road to the west and 45th Street to the North, with the Mopac Freeway located just one block west of the site. There are existing CapMetro bus routes on Bull Creek Road with stops adjacent to the site. There are existing bike lanes on Bull Creek Road which are planned for improvement. The Shoal Creek Trail is also planned to eventually extend up to the project site along Shoal Creek.

Topography on the site falls from west to east, with the west end of the site occupied by existing 1-story office buildings and parking areas as well as relatively flat, undeveloped land. The east end of the site has slightly higher gradients and is dominated by a large grove of heritage oak trees as well as Shoal Creek, which is the site's eastern boundary. About 3.5 acres along Shoal Creek are in the 100-year floodplain.



Figure 1.1: Context Map

1.2 Project History

ARG Bull Creek has put considerable effort into building a shared vision for The Grove at Shoal Creek through an inclusive and productive process. To achieve that vision, the project team has conducted an energetic community outreach program for The Grove.

The process began in January 2015 by surveying residents in Allandale, Bryker Woods, Highland Park West/Balcones, Oakmont Heights, Ridgelea, Rosedale, and Westminster at two workshops, and also online. Approximately 216 surveys were collected at the workshops, and 488 were taken online for a total of 704 surveys. Using these survey results, the team developed a vision for The Grove that reflects the community's collective vision in terms of its residential and commercial character, open space and the density of the development.

The team also engaged in dozens of formal meetings with various community groups and neighborhood leaders. Among these groups is the Bull Creek Road Coalition, a group formed in 2012 to help craft a vision and voice for sustainable development on the land ARG Bull Creek purchased from the State of Texas in late 2014, as well as the more recently formed Friends of The Grove.

The effort to publicize these meetings, events, and activities has included hundreds of signs and thousands of pieces of direct mail. The team has also maintained a website (www.TheGroveAtShoalCreek.com).



1.3 Using This Document

This document sets forth Design Guidelines for the design of the built environment within The Grove at Shoal Creek and is incorporated as part of the Planned Unit Development with the City of Austin. These guidelines are intended to supplement the zoning provisions of The Grove at Shoal Creek Planned Unit Development (PUD), which was adopted by the City of Austin on XXXX. The Design Guidelines will be administered by the City of Austin, through the Site Development Permit review process, and are subject to the final recommendations of the Traffic Impact Analysis (TIA).

The Design Guidelines are not intended to be prescriptive solutions that dictate a particular style, but rather performance criteria that can encourage diversity, creativity, and innovation within the framework established here. The Design Guidelines are organized into 5 Sections. This, the first Section, provides an introduction to the property and the document. Section 2 provides an overview of the overall vision and PUD Requirements. Section 3 establishes a framework of streets and transportation corridors that will form the structure of the community. This is the foundation off of which Sections 4 and 5 are built, and many of the guidelines in the other Sections are provided in relation to the framework established in Section 3. Section 4 establishes the architectural character of the community that will develop within that framework, and Section 5 establishes the landscape and open space character and establishes guidelines for lighting and signage. The NACTO Urban Street Design Guide was used as a reference in formulating the street designs in these guidelines and may be a useful guide in determining appropriate solutions for conditions not specifically addressed here.

2.0 THE PLAN

2.1 Vision

The Grove at Shoal Creek is envisioned as a legacy-quality neighborhood and model for innovative mixed-use urban infill development. This vision of community has three primary components: equity, economy, and ecology:



Build Bull Creek as a **legacy-quality neighborhood;**
a model for sustainable and innovative mixed-use
urban infill development.

Figure 2.1: Vision Diagram

2.2 Guiding Principles

Based on that vision, the development team for The Grove at Shoal Creek developed the following Guiding Principles for the project. These principals where considered in developing the Master Plan and this document.

2.2.1 Create an inviting and integrated project that enhances the experience of the site and its surroundings

2.2.2. Develop a comprehensive built environment with high-quality parks and open spaces shaped by massing and appropriately scaled to their context

2.2.3 Establish a vibrant, people-oriented development pattern that promotes connectivity and prioritizes pedestrian and bicycle circulation over cars

2.2.4 Establish a restorative approach to the development of the site by integrating sustainable strategies and honoring the history and natural character of the land

2.2.5. Create an economically viable development model that maximizes the mix of uses and captures the essence of Austin living.

2.2.6 Shift the conventional interaction between developer and neighborhood to a shared-purpose relationship

2.3 Development Districts

The project is composed of two development districts and a number of park and open space elements. The Development District Map below shows the conceptual layout of these districts on the site. For each building or project on the site, the applicant may select the most appropriate district for the desired use. As described in Section 4, the Architectural Design Guidelines for that building will be based on the selected district.

The Development District Map shown here is conceptual in nature and is not intended as a regulating document. Land Use regulations shall be governed by the approved Land Use Plan in the PUD zoning ordinance approved by the city of Austin on XXXX. Each building or project may select the most appropriate district for the desired project if the project is located in a Tract where that district is allowed, as described in Section 2.4.



Figure 2.3: Development District Map

2.4 Description of Development Districts



2.4.1 The Mixed-Use District. The heart of the master plan, this district contains a vibrant mix of uses which may include retail, office, high-density residential, live/work, and/or congregate care. This district is allowed in Tracts B, F, and G of the Land Use Plan.



2.4.2 The Residential District. This district contains a mix of for-sale and rental housing products including detached residential, townhomes, row houses, live-work units, stacked flats, and apartments. This district is allowed in all Tracts of the Land Use Plan.



2.4.3 Parks and Open Space. The parks and open space component of The Grove at Shoal Creek shall consist, at a minimum, of the Signature Park, Pocket Park, Central Greenbelt, North Greenbelt, and Plaza. Approximate locations and sizes are depicted in Figure 2.3. Park buildings and park structures are premitted in parks and open space.

2.5 Planned Unit Development (PUD) Land Use Plan

The Land Use Plan, shown here for reference, as adopted in the City's zoning ordinance, provides the land use regulations for the project and asserts the site development regulations for each tract, including height, FAR, setbacks, and impervious cover limitations for each parcel.

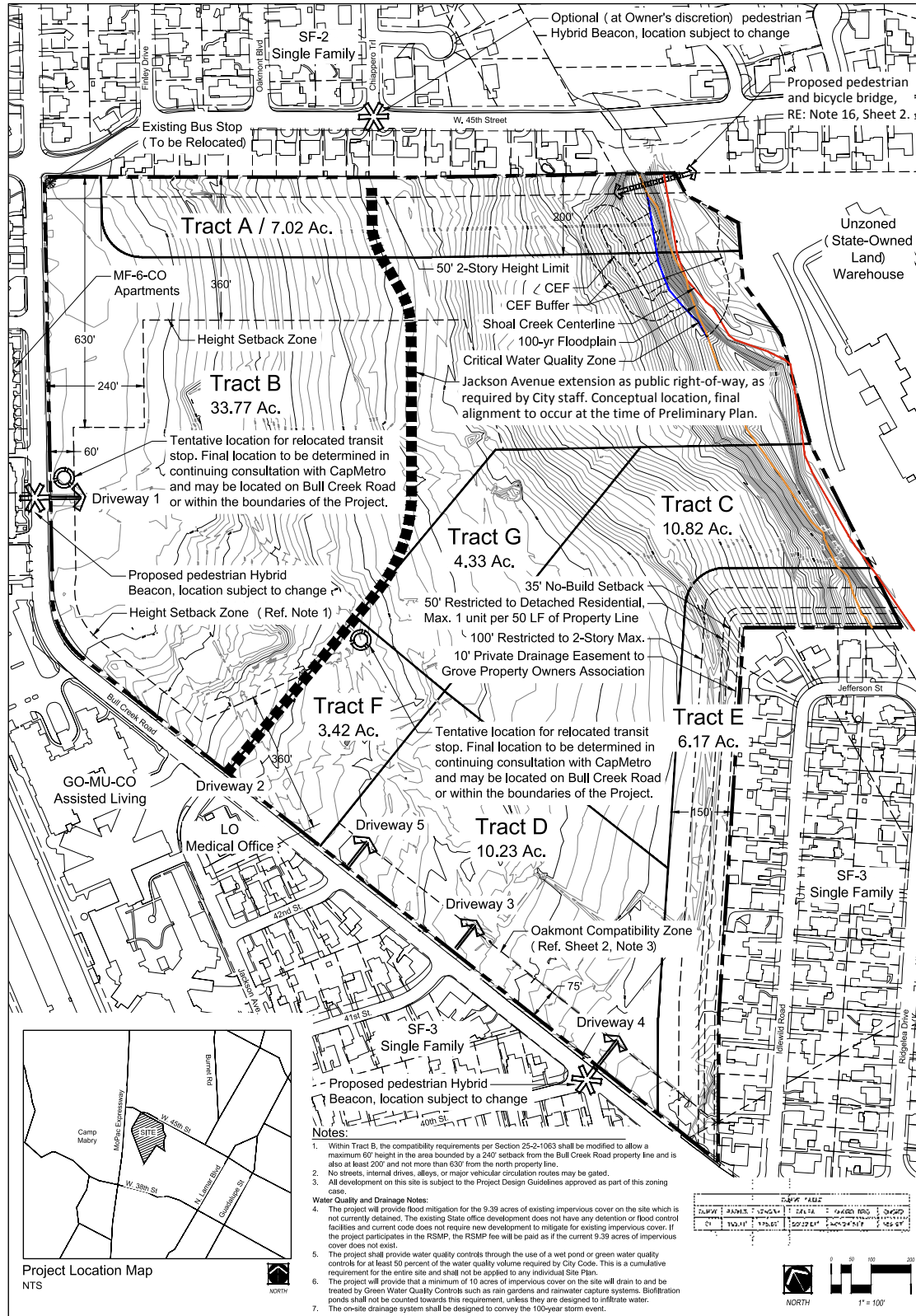


Figure 2.5: PUD Land Use Plan

SITE DEVELOPMENT REGULATIONS							
	TRACT A	TRACT B	TRACT C	TRACT D	TRACT E	TRACT F	TRACT G
Minimum Lot Size in s.f.	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Minimum Lot Width	30'	30'	30'	30'	30'	30'	30'
Maximum Height	40'	65' ⁽¹⁾	47' ⁽²⁾	47' ⁽²⁾	35'	47' ⁽²⁾	60'
Minimum Setbacks from Public Streets ⁽⁴⁾							
Front Yard	10'	0'	10'	0' ⁽⁶⁾	10'	0'	0'
Street Side Yard	10'	0'	10'	0'	10'	0'	0'
Minimum Interior Yard Setbacks							
Interior Side Yard	0'	0'	0'	0'	0'	0'	0'
Rear Yard	0'	0'	0'	0'	0'	0'	0'
Maximum Floor Area Ratio ⁽⁵⁾	0.75:1	1.5:1	0.75:1	1:1	0.75:1	1:1	1:1
Impervious Cover Maximum ⁽⁶⁾	55%	NA ⁽⁹⁾	NA ⁽⁸⁾	NA ⁽⁸⁾	NA ⁽⁸⁾	NA ⁽⁸⁾	NA ⁽⁸⁾
Building Coverage Maximum ⁽⁶⁾	45%	NA ⁽⁹⁾	NA ⁽⁸⁾	NA ⁽⁸⁾	45%	NA ⁽⁸⁾	NA ⁽⁸⁾
Maximum Residential Units	67	NA ⁽⁹⁾	NA ⁽⁸⁾	NA ⁽⁸⁾	77	NA ⁽⁸⁾	NA ⁽⁹⁾

TRACTS A & E Condominium Residential Duplex Residential Family Home Group Home, Class I (Limited) Public Primary Education Facilities Public Secondary Education Facilities Religious Assembly Retirement Housing (Small Site) Short-Term Rental Single-Family Attached Residential Single-Family Residential Small Lot Single-Family Residential Townhouse Residential Two-Family Residential	TRACT F&G Administrative & Business Offices Art Gallery Art Workshop Community Garden Condominium Residential Congregate Living Counseling Services Cultural Services Day Care Services (Commercial) Day Care Services (General) Day Care Services (Limited) Duplex Residential Family Home Financial Services Group Home, Class I (Limited) Group Residential Hospital (General) Live-Work Units Medical Offices (all sizes) Multifamily Residential Off-site Accessory Parking Personal Services Pet Services Private Primary Education Facilities Private Secondary Education Facilities Professional Office Public Primary Education Facilities Public Secondary Education Facilities Religious Assembly Retirement Housing (Small Site) Short-Term Rental Single-Family Attached Residential Single-Family Residential Single-Family Attached Residential Small Lot Single-Family Residential Townhouse Residential Two-Family Residential Urban Farm	TRACT B Administrative & Business Offices Art Gallery Art Workshop Automobile Rentals Automobile Sales (max. 3000 SF) Automobile Washing (Accessory only) Business or Trade School Business Support Services Cultural Services Coastal Lounge College & University Facilities Commercial Off-Street Parking Community Garden Community Recreation (Private) Community Recreation (Public) Condominium Residential Congregate Living Consumer Convenience Services Consumer Repair Services Counseling Services Cultural Services Day Care Services (Commercial) Day Care Services (General) Day Care Services (Limited) Duplex Residential Family Home Financial Services Group Home, Class I (Limited) Group Residential Hospital (General) Live-Work Units Medical Offices (all sizes) Multifamily Residential Off-site Accessory Parking Personal Services Pet Services Private Primary Education Facilities Private Secondary Education Facilities Professional Office Public Primary Education Facilities Public Secondary Education Facilities Religious Assembly Retirement Housing (Small Site) Short-Term Rental Single-Family Attached Residential Single-Family Residential Single-Family Attached Residential Small Lot Single-Family Residential Townhouse Residential Two-Family Residential Urban Farm
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TRACT C Community Garden Condominium Residential Congregate Living Duplex Residential Family Home Group Home, Class I (Limited) Multifamily Residential Off-site Accessory Parking Public Primary Education Facilities Public Secondary Education Facilities Religious Assembly Retirement Housing (Small Site) Short-Term Rental Single-Family Attached Residential Single-Family Residential Single-Family Attached Residential Small Lot Single-Family Residential Townhouse Residential Two-Family Residential Urban Farm	OPEN SPACE (Permitted in all Tracts) Drainage, Detention & Water Quality Facilities Trails (hiking trails, multi-use trails, pedestrian/bicycle bridges) and Related Improvements Open Space (privately owned and maintained) Parkland (City owned, may be privately maintained) Community Recreation (Public and Private) Parks and Recreation Services (General)
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DEVELOPMENT ENTITLEMENTS SUMMARY Reference Notes 1-18 and Site Development Regulations for additional information.	
Total Impervious Cover	65%
Total Building Coverage	55%
Total Retail/Non-Office Commercial Square Footage	140,000 SF
Total Office Use Square Footage	185,000 SF
Total Residential Units (Not including Affordable Housing)	1515 units
Total Congregate Care Beds	300 beds
Maximum Cocktail Lounge Use Square Footage	10,000 SF
Maximum Liquor Sales Use Square Footage	15,000 SF
Maximum Hospital (General) Use Square Footage	65,000 SF

- (1) Up to 5% of Tract B is permitted to be up to 75' in height. This additional height is permitted only within the Height Setback Zone, as shown on the LUP Map. Height on Tract B may not exceed 5 stories.
- (2) Within 100 feet of Tract G, height may be increased to a maximum of 60' for an Affordable Housing development with the project's Affordable Housing Program. A minimum of 75% of the residential units in a building must be affordable under the project's Affordable Housing Program in order for that building to qualify for this height exception. Building heights will be required to comply with City of Austin Compatibility Standards. Within 100 feet of Tract E, Maximum height on Tracts C and D is limited to 40 feet.
- (3) Tracts B, C, D, F, and G do not have individual impervious cover, Building Coverage, or Unit Caps, but they are subject to the overall IC, Building Coverage, and Unit Caps as stated in notes 2 and 6, above.
- (4) The minimum setback from Bull Creek Blvd is 15' for all tracts.
- (5) Rights-of-Way dedicated from a given tract shall not be included in the total site area to calculate Site Development Regulations including FAR, impervious cover, building coverage, and traveling units.
- (6) The minimum building setback from Bull Creek Road Right of Way in Tract D is 25'.

Notes:

- Impervious cover, number of dwelling units, and building coverage are not listed per individual Tracts in the Site Development Regulations table and shall be dealt with via a "bucket" system. Individual Tracts and/or Site Plans may vary above or below the listed limits, as long as the calculation for the overall 75.75 acre site does not exceed the limit. Applicants shall add a tabulation table (as adopted per this PUD ordinance) to each site plan and subdivision application submittal which will show the current standing of the overall Site Development Regulations. City Staff shall review the table provided with each application and verify that it is in accordance with the Site Development Regulations outlined in the PUD Land Use Plan.
- The number of total residential units on the site is capped at 1515 dwelling units (affordable housing units and congregate living are not included in this cap). Affordable housing units are defined as rental or for-sale units that are restricted to 120% MFRI or below. Congregate living is limited to a maximum of 300 beds. Congregate care units with kitchens plus market rate units may not exceed 1548.
- Within the "Oakmont Compatibility Zone" depicted on the Land Use Plan, height is limited to 35 feet and buildings facing Bull Creek Road shall have no more than two attached dwelling units per building.
- Total office uses on site, including Administrative and Business Office, Medical Office, and Professional Office, are capped at 185,000 square feet.
- The FAR maximums listed in the Site Development Regulations table apply to individual Tracts within the PUD and the FAR shall not be exceeded on an individual site plan within a Tract. Tackling the allotted and remaining FAR within each Tract is the responsibility of the Applicant.
- Parks and open space are allowed uses in all Tracts.
- Cocktail lounge uses are capped at 15,000 SF total and a maximum size of 7500 SF for any one tenant space. Additionally, cocktail lounge uses are not permitted within 300' of an SF-5 or more restrictive zoning district or properties on which uses permitted in an SF-5 or more restrictive zoning district are located.
- Liquor sales uses are capped at 10,000 SF total and a maximum size of 10,000 SF for any one tenant space.
- Hospital (General) uses are allowed only in association with Congregate Living, on the same site as Congregate Living, and are limited to a total of 65,000 SF.
- Live-work units are defined as residential units which are similarly configured to residential row houses or townhomes but are distinguished by a workspace, studio, storefront, or business that is flush the with street frontage. The non-residential portion of the unit shall be located on the ground floor only and the residential and non-residential areas must be used and occupied by the same owner or occupant.
- Driveway and trail locations shown on the Land Use Plan are approximate and will be determined at the time of Site Plan.
- Public art shall be installed in a minimum of three (3) locations throughout the project. A minimum budget of \$60,000 shall be spent on public art within the PUD site.
- Off-site Parking per 25-6-501 may be provided for a use located in any Tract within the PUD so long as the off-site parking is located in a Tract where Off-site Accessory Parking is a permitted use.
- Proposed Pedestrian and Bicycle Bridge over Shoal Creek.
 - The applicant will post fiscal with the City of Austin for the construction of a bicycle and pedestrian bridge crossing Shoal Creek enabling a trail connection from the site to Shoal Creek Blvd. The amount of the fiscal shall be based on the Applicant's approved engineering cost estimate. Subject to City approval of the proposed bridge location (the City considering environmental, connectivity and other factors) the Applicant will construct the bridge and trail. If the City of Austin or the applicant is unable to secure an easement to allow for the construction of said bridge, the posted fiscal may be utilized by the City to complete other bicycle and pedestrian improvements in the area east of the property. The Applicant further agrees to provide easements, if needed, for future bicycle and pedestrian bridge crossings at both the northern and southern portions of Shoal Creek, whether or not the bridge described above is constructed.
 - Bridge location shown is approximate and subject to change. Bridge may be located anywhere on site with City approval so long as it does not impact the wetland CEF or the portion of the wetland CEF buffer that is outside the 100-year flood plain.
 - The project shall provide the following benefits to encourage alternative transportation options:
 - A minimum of one location shall be set aside for a B-cycle station, as coordinated with B-cycle station to be installed by B-cycle when network is expanded to encompass project.
 - A minimum of 8 car-sharing parking spaces will be reserved on the site, subject to inclusion of the site in the coverage area of a car-share service.
 - All office buildings that are 10,000 SF or greater will provide shower and changing facilities meeting the requirements of Austin Energy Green Build Commercial Ratings (2013).
 - Bike parking will be provided for a minimum of 10% of all required vehicular parking spaces. Private garages serving a residential unit are considered to meet this requirement.
 - A minimum of two bus stops will be provided on Bull Creek Road or within the project site as a bus route located along Bull Creek Road adjacent to the project site and/or routed through the project site. Each stop shall feature improvements including, at a minimum, a bench, a trash receptacle, and some form of shade located nearby (shade structure, bus shelter, trees, etc.). Bus stops should be approximately 25 feet in length by 10 feet in width and incorporated into the sidewalk. A larger area of approximately 15 feet in width (perpendicular to the road by 50 feet in length) (parallel to the road) surrounding the stop should maintain a level slope to ensure that all ADA slope requirements are met.
 - If multi-family developments shall incorporate bicycle cage parking for residents.
 - The total square footage of all development in the PUD is not capped by this ordinance.
 - At least 30,000 square feet of retail development shall be required once 700 units of residential development are constructed. Any additional residential development can occur on the property.
 - At least 35% of the total required affordable rental units shall be provided once 325 multi-family residential units are constructed before any additional multi-family units may be constructed. At least 35% of the total required affordable for-sale residential units shall be provided once 100 "podium style" condominium residential units are constructed before any additional "podium style" condominium residential units may be constructed.
 - Tier 2 affordable housing is separate from and does not count against any overall square footage caps.
 - A person may not use or permit the use of sound equipment at a business or in the parks, plazas, or other publicly accessible gathering space after the hours of 9:00 PM Sunday through Thursday and 9:30 PM on Friday and Saturday or federal legal holiday.
 - Prior to approval of storm water runoff drainage construction plans by the City, the Owner shall provide a report from an independent third-party engineer, selected pursuant to the terms of a separate agreement between the owner and the Ridglea NA, reviewing the proposed drainage plans. The third party engineer report shall review and report on whether the drainage construction plans and development proposed by the Owner will not result in additional adverse flooding impact on any property within the boundaries of the Ridglea neighborhood as provided in Chapter 25-7 of the Austin City Code and the City's Drainage Criteria Manual. In the event that the third-party engineer report reveals additional adverse flooding impact on property within the boundaries of the Ridglea neighborhood, the Owner, the City and the third party engineer will resolve any concerns with the third party engineer's report and the Owner shall modify the construction plans as necessary to remove any such adverse impact.
 - A 10 foot private drainage easement for the benefit of a Property Owners Association managing common areas on the Property shall be provided as shown on the Land Use Plan for drainage improvements, if needed, to ensure no additional adverse impact to lawful residents downstream. Prior to development of the Property, the Owner shall contribute \$400,000.00 in funds to implement the Off-Site Sidewalk and Traffic Calming Improvements Program approved jointly by the Austin Transportation Department, ARG and the BCRG and set forth in City Resolution No. 201612-____.

Figure 2.5.1: PUD Land Use Regulations

3.0 FRAMEWORK

3.1 Intent

Section 3 of The Grove at Shoal Creek Design Guidelines establishes standards and requirements for the framework of streets, sidewalks, paths, trails, alleys, and other circulation routes. These Framework Elements will organize the site and define not only the site's transportation system, but also some of its most important public spaces and pedestrian environments. The intent of this Section is to:



3.1.1 Create a basic framework for organizing the site and ensuring that buildings and other elements can relate appropriately to the street to create a cohesive visual identity and attractive street scene;

3.1.2 Ensure efficient pedestrian, bicycle, and vehicular circulation that is people-oriented, promotes connectivity, and prioritizes pedestrian and bicycles circulation over cars;

3.1.3 Create a high-quality street environment with street trees and properly scaled roadways and sidewalks;

3.1.4 Add urbanity to the street by providing opportunities for pedestrian friendly uses within and adjacent to the street;

3.1.5 Ensure that adequate vehicular parking is accommodated and well integrated into the street environment;

3.1.6 Provide opportunities for the integration of green infrastructure into the street environment;

3.1.7 Ensure that The Grove at Shoal Creek is developed as a comprehensive built environment.



3.2 Using This Section

This Section provides a Master Framework Plan indicating the overall layout of streets and other circulation patterns on the site. Each street, alley, or trail indicated on the Master Framework Plan is keyed to a specific cross section defining its dimensions, characteristics, and features.

Jackson Avenue will be a publicly dedicated street within The Grove at Shoal Creek. All other streets in The Grove at Shoal Creek will be privately owned and maintained but permanently accessible to the public. This means there is no public right-of-way, except for Bull Creek Road and Jackson Avenue. Instead, this document defines a “Street Zone” for each street, as well as supplemental “Greenway Zones” in certain instances. These zones establish the area in which the Framework Section sets the design standards. Other Sections of this document will set the Design Standards for spaces and elements outside the Street Zone, and may set standards for how those elements shall relate to the street using the Street Zone as a boundary line.

For the Retail Main Street, Green Streets, Secondary Retail Streets, and Residential Streets, the following additional standards apply:

1. Public access and utility easements (where needed) shall be provided for the entirety of the private street lengths, granting control to the City of Austin of all traffic elements for intersections between public right-of-way and any private streets/driveways within the development.
2. These streets shall be designed to include 50 feet minimum tangent for intersection approaches and a 100 feet minimum centerline radius for horizontal curves. Horizontal geometry for these streets may be varied with approval of the Director.

Dimensions are provided in the roadway sections that follow. These dimensions are labeled as follows:

- Min: Represents the minimum allowable dimension for this feature or space
- Max: Represents the maximum allowable dimension for this feature or space
- Approx: This dimension is approximate and may be modified as needed by the design team

Tree spacing is also provided within the roadway sections. In all areas, tree spacings are meant to represent an average spacing, and this average applies only to the length of the street between intersections. Tree spacing may be regular or irregular as appropriate to the individual design of the street and the limitations of utility locations, driveway locations, existing trees, and other existing or planned obstacles that may interfere with tree placement. Street trees are generally located in a planting zone that is a minimum of 7' wide. The planting zone shall be continuous and located adjacent to the curb. Utility compatible trees may be substituted for shade trees where utility conflicts exist. In some cases, trees may be provided adjacent to the Street Zone where utility and/or driveway conflicts prevent the placement of the tree within the street zone.

Rain gardens and biofiltration facilities are also shown in many of these sections. The feasibility of these features is subject to a number of engineering factors outside of the scope of these Design Guidelines including slope, utility conflicts, etc. While the PUD ordinance requires a certain amount of these facilities, and these facilities are generally allowable as shown and desired where feasible, they are not required in any given Street Zone or street section. Rather, the commitments made in the zoning ordinance to provide a certain percentage of the site's water quality through innovative water quality controls and to drain a certain percentage of the site's streets directly into rain gardens or other landscape features will dictate the minimum requirements for these features.

3.3 Master Framework Plan

The Master Framework Plan provides an overview of the possible layout of streets and other framework elements. Certain elements of the Master Framework Plan are considered Primary Framework Elements. The general location and orientation of these Primary Framework Elements should be as shown, only minor variations should be made as appropriate to improve alignments or traffic performance and optimize building parcels. By contrast final alignment and orientation of the Secondary Framework Elements is flexible and may vary from the Master Framework Plan so long as the final arrangement still creates a well-connected framework consistent with the Intent of this Section.

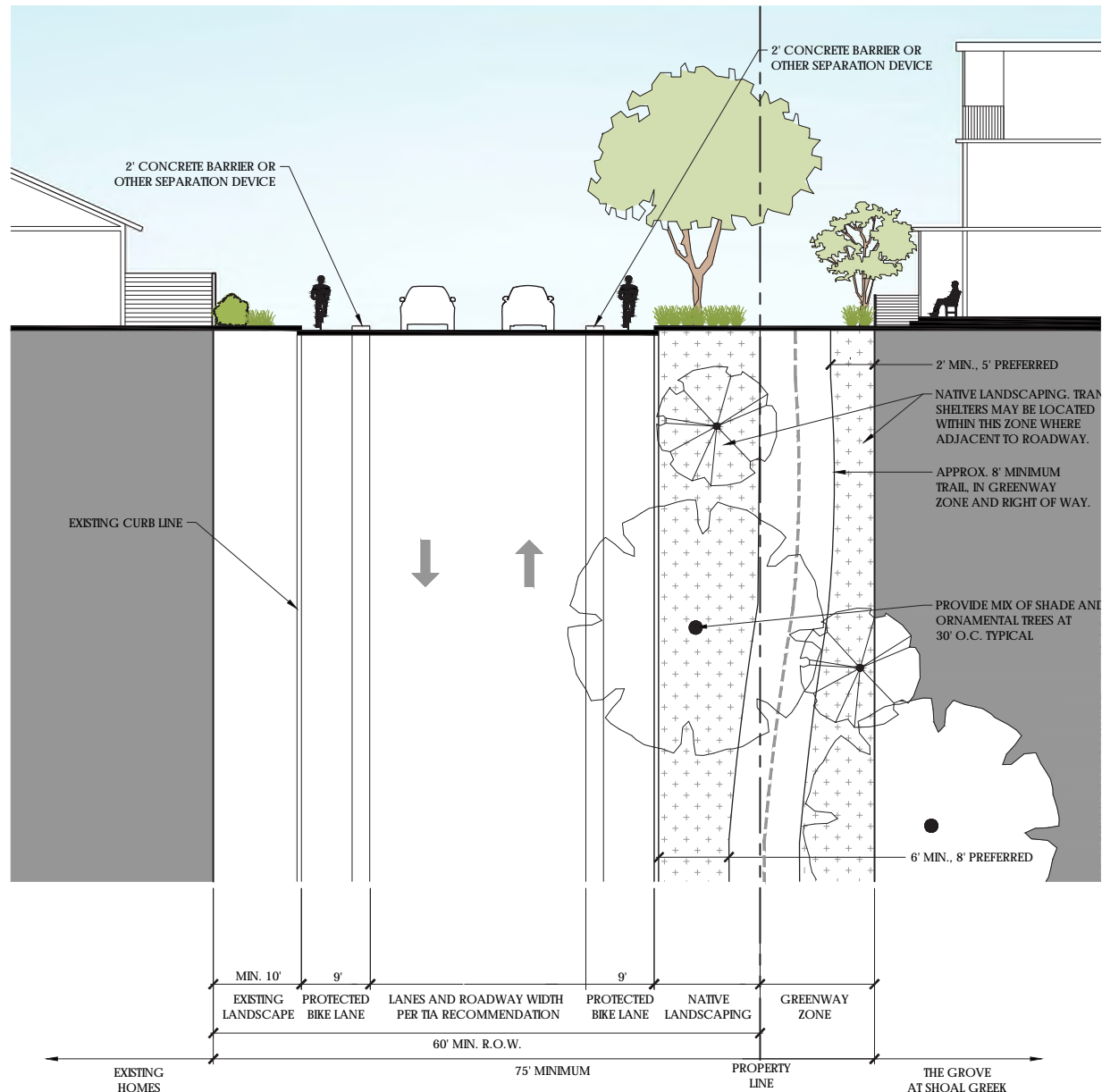


Figure 3.3: Master Framework Plan

3.4 Primary Framework Elements

3.4.1 Bull Creek Road

The intent of Bull Creek Road is to create a high-quality edge for the project that is inviting and provides exceptional facilities for pedestrians and bicyclists. These standards define the relationship of the site and the Bull Creek Road Trail to Bull Creek Road. The final design of the roadway within the right-of-way will be determined by the project's Traffic Engineer and is not governed by this document.



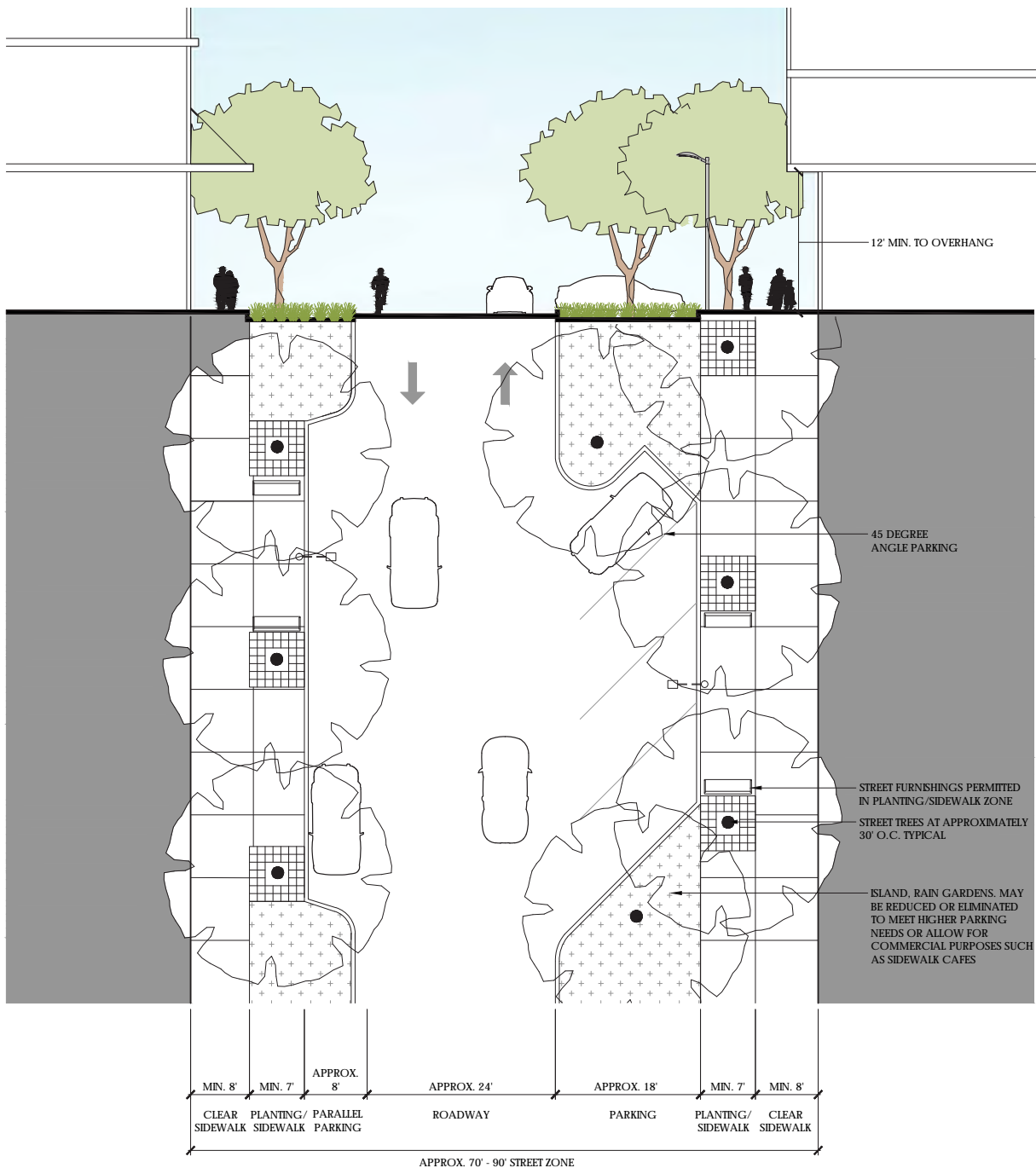
NOTES:

1. THE EXISTING CURB ALONG THE WESTERN SIDE OF BULL CREEK ROAD MAY REQUIRE REALIGNMENT IF A 10' MINIMUM PLANTING ZONE CANNOT BE ACHIEVED.
2. THE MULTI USE TRAIL SHALL BE LOCATED WITHIN A PUBLIC ACCESS EASEMENT.
3. THE PROTECTED BIKE LANE MAY SHARE SPACE WITH DEDICATED RIGHT TURNS WHERE PROVIDED.
4. THE PROTECTED BIKE LANE MAY BE REDUCED TO 6' WIDE WHERE NEEDED TO ACCOMMODATE ADDITIONAL LANES.
5. CURB BASS ON EAST SIDE OF ROADWAY MAY BE REDUCED TO ALLOW FOR ADDITION OF NORTHBOUND BIKE LANE.

Figure 3.4.1: Bull Creek Road

3.4.2 Retail Main Street

The intent of the Retail Main Street is to create a wide, comfortable pedestrian environment that is conducive to successful retail uses and promotes interaction between users.



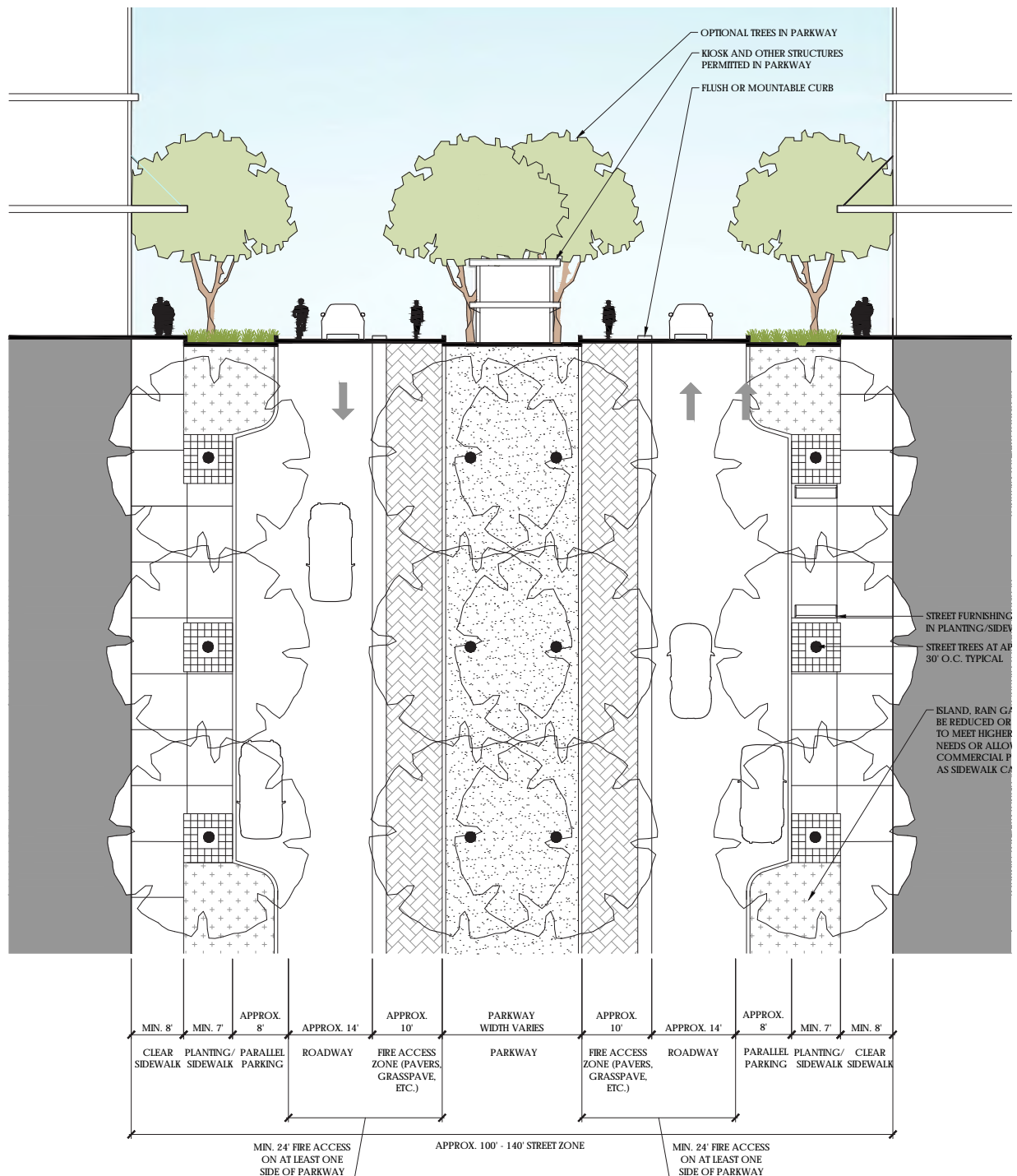
NOTES:

1. WHERE HEAD IN OR BACK IN ANGLE PARKING IS USED ALONG THE STREET, THERE MAY BE A MAXIMUM OF 7 CONSECUTIVE PARKING SPACES. A MINIMUM 5' BREAK WITH PLANTINGS OR SIDEWALK AMENITIES MUST SEPARATE THESE LENGTHS OF PARKING.
2. ANY COMBINATION OF PARKING CONFIGURATIONS (PARALLEL OR ANGLED) MAY BE USED.

Figure 3.4.2.a: Retail Main Street

3.4.2 Retail Main Street - Parkway Alternative

This section is allowable in lieu of Section 3.4.2a for any segment of the Retail Main Street to provide for a parkway space in the middle of the roadway. This section will add open space and vibrancy to key segments of the Retail Main Street. Angle parking configurations are also permitted with this street section.

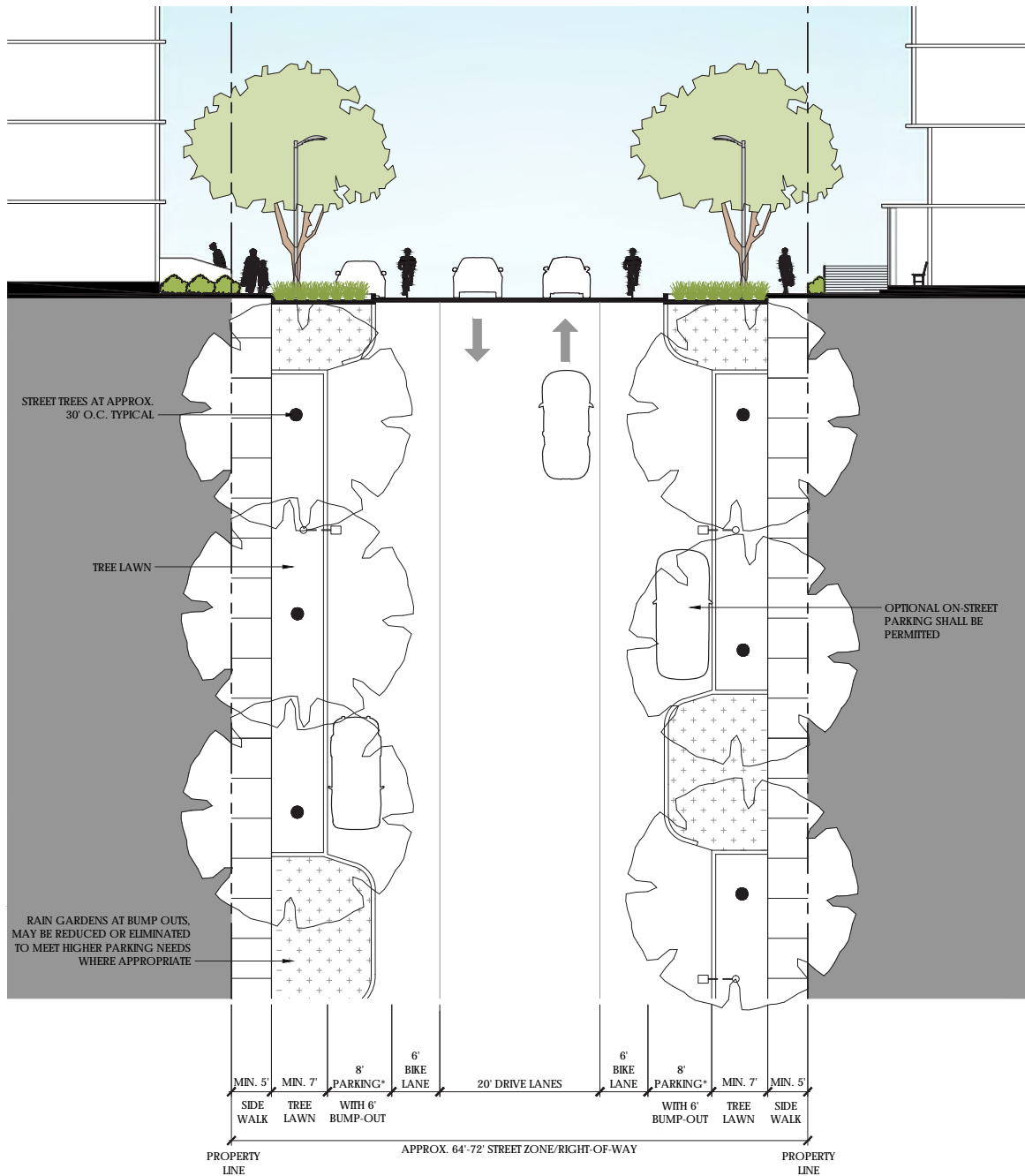


- NOTES:
1. WHERE HEAD IN OR BACK IN ANGLE PARKING IS USED ALONG THE STREET, THERE MAY BE A MAXIMUM OF 7 CONSECUTIVE PARKING SPACES. A MINIMUM 5' BREAK WITH PLANTINGS OR SIDEWALK AMENITIES MUST SEPARATE THESE LENGTHS OF PARKING.
 2. ANY COMBINATION OF PARKING CONFIGURATIONS (PARALLEL OR ANGLED) MAY BE USED.

Figure 3.4.2.b: Retail Main Street - Parkway Alternative

3.4.3 Jackson Avenue Extension

The Jackson Avenue Extension is the site's primary collector road. The intent is to accommodate a larger volume of vehicular traffic than the site's other roadways while still promoting a high quality pedestrian environment. Two potential sections are provided to allow for options with how this street deals with bicycles. A minimum of

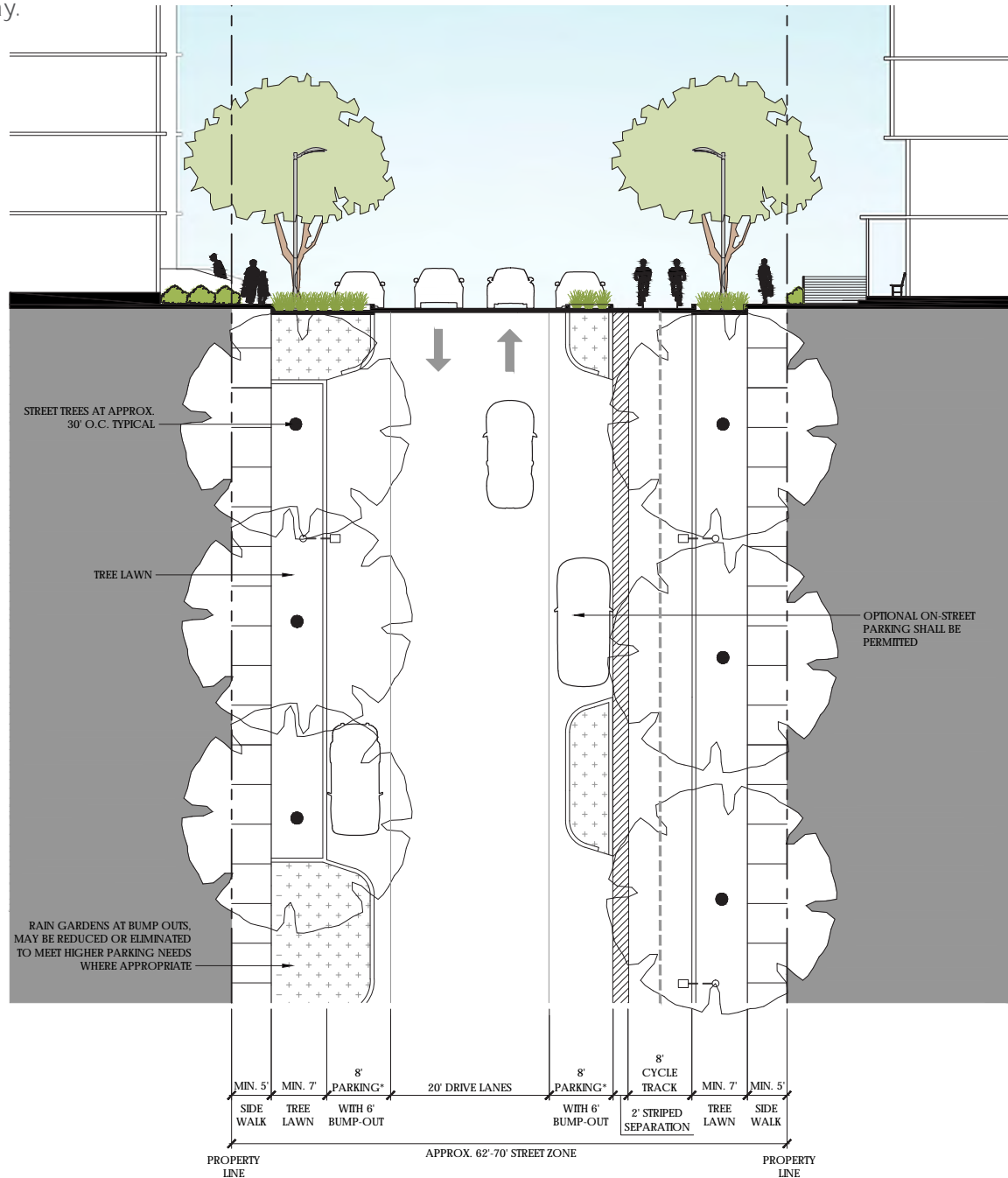


NOTES:

1. PARKING ZONE IS OPTIONAL AND MAY BE REMOVED FROM SECTION. IF PARKING IS REMOVED, BIKE LANE MAY BE REDUCED TO 5' WIDTH. THIS WILL REDUCE THE OVERALL WIDTH OF THE STREET ZONE BY 9'.
2. DEDICATED RIGHT-OF-WAY SHALL BE A MINIMUM OF 64'. IF OVERALL STREET ZONE IS LARGER THAN 64' THE ADDITIONAL WIDTH MAY BE INCLUDED IN THE RIGHT-OF-WAY OR THROUGH EASEMENTS.
3. ELEMENTS OF THE STREET ZONE INCLUDING SIDEWALKS, TREE LAWN, AND CYCLE TRACK MAY OCCUR OUTSIDE OF THE DEDICATED RIGHT-OF-WAY SO LONG AS AN APPROPRIATE EASEMENT IS PROVIDED.
4. IF CITY TRANSPORTATION STAFF DETERMINES THAT BIKE LANES / CYCLE TRACK ARE NOT NEEDED DUE TO LACK OF JACKSON AVENUE CONNECTIVITY, THESE FEATURES MAY BE ADMINISTRATIVELY REMOVED FROM SECTION AND OVERALL STREET ZONE MAY BE REDUCED.

Figure 3.4.3.a: Jackson Avenue Extension

62' of right-of-way shall be dedicated for Jackson Avenue. If the total Roadway Zone exceeds 62' of width, the applicant may choose to dedicate additional right-of-way or to dedicate public access easements for the remainder of the street zone. All roadway paving and bike lane / cycle track paving must be contained within the right-of-way.



*SEE NOTE 1, BELOW

NOTES:

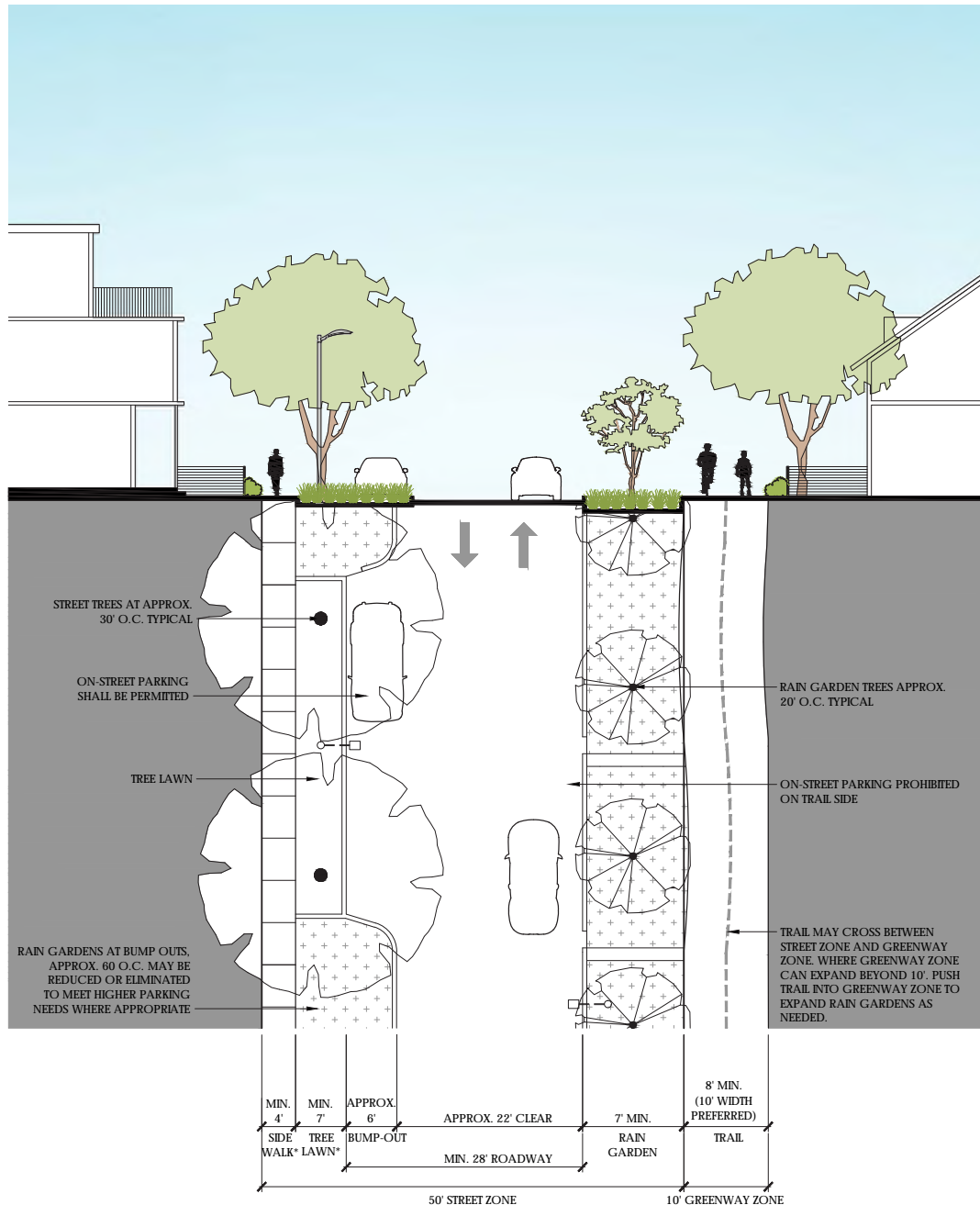
1. PARKING ZONE IS OPTIONAL AND MAY BE REMOVED FROM SECTION. IF PARKING IS REMOVED, BIKE LANE MAY BE REDUCED TO 5' WIDTH. THIS WILL REDUCE THE OVERALL WIDTH OF THE STREET ZONE BY 9'.
2. DEDICATED RIGHT-OF-WAY SHALL BE A MINIMUM OF 62'. IF OVERALL STREET ZONE IS LARGER THAN 62' THE ADDITIONAL WIDTH MAY BE INCLUDED IN THE RIGHT-OF-WAY OR THROUGH EASEMENTS.
3. ELEMENTS OF THE STREET ZONE INCLUDING SIDEWALKS, TREE LAWN, AND CYCLE TRACK MAY OCCUR OUTSIDE OF THE DEDICATED RIGHT-OF-WAY SO LONG AS AN APPROPRIATE EASEMENT IS PROVIDED.
4. IF CITY TRANSPORTATION STAFF DETERMINES THAT BIKE LANES / CYCLE TRACK ARE NOT NEEDED DUE TO LACK OF JACKSON AVENUE CONNECTIVITY, THESE FEATURES MAY BE ADMINISTRATIVELY REMOVED FROM SECTION AND OVERALL STREET ZONE MAY BE REDUCED.

Figure 3.4.3.b: Jackson Avenue Extension

3.5 Secondary Framework Elements

3.5.1 Green Streets

The sites Green Streets are designed to accommodate safe movement through the site and to the park for pedestrians and cyclists in particular. They also form a key element in the site's green infrastructure system.



NOTES:

1. A 5' MINIMUM SIDEWALK AND A 7' MINIMUM TREE LAWN ARE REQUIRED IF THE ROADWAY ABUTS A NON-RESIDENTIAL USE.
2. WHERE THE ROADWAY ABUTS A PARK, THE REQUIRED SIDEWALK OR TRAIL MAY BE LOCATED WITHIN THE PARK SO LONG AS IT IS LOCATED WITHIN 15' OF THE ROADWAY.
3. WHERE THE ROADWAY ABUTS A PARK, HEAD-IN OR ANGLED PARKING MAY REPLACE PARALLEL PARKING. IN THESE CASES, THE STREET ZONE WILL NEED TO EXPAND AS NECESSARY TO ACCOMMODATE THIS PARKING LAYOUT.

Figure 3.5.1: Green Streets

3.5.2 Central Greenbelt

The Central Greenbelt links the pedestrian and mixed-use zones of the site, and is designed to promote casual interaction between residents and visitors to the site.

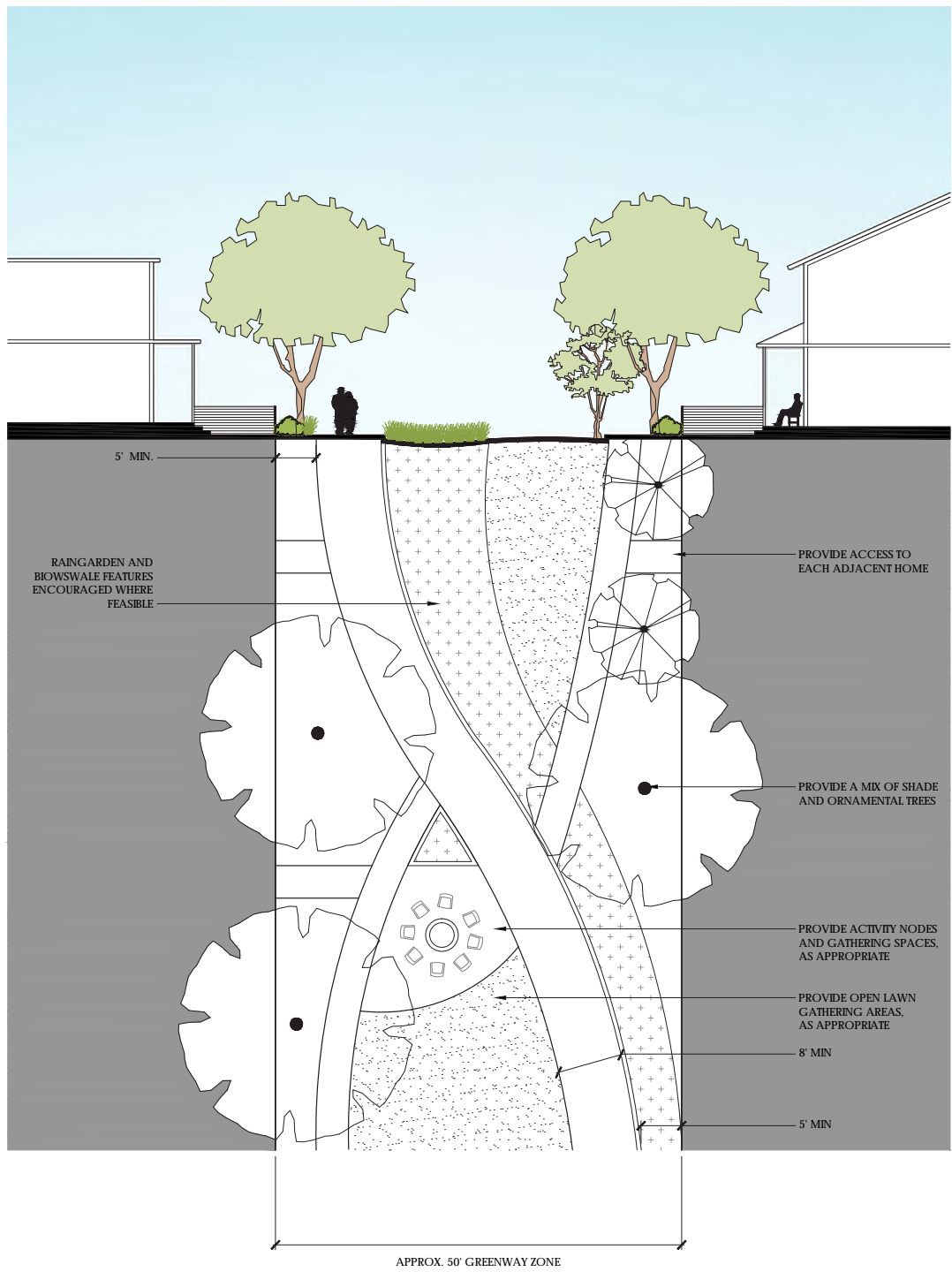
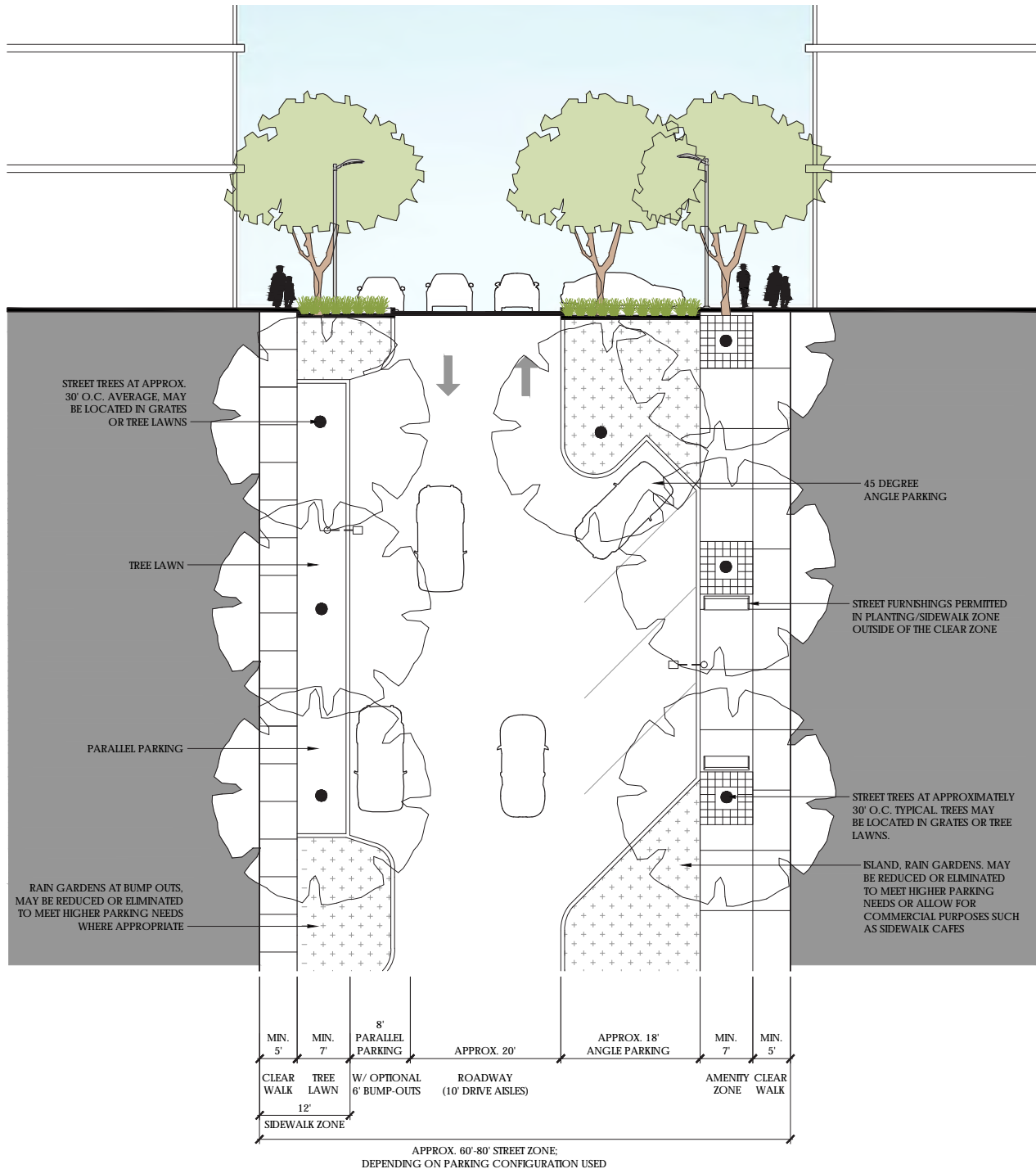


Figure 3.5.2: Central Greenbelt

3.5.3 Secondary Retail Street

The Secondary Retail Street is designed to accommodate a higher volume of parking within the Street Zone while still maintaining a street-like character. Either head-in angled or parallel parking options may be used on either side of the street.



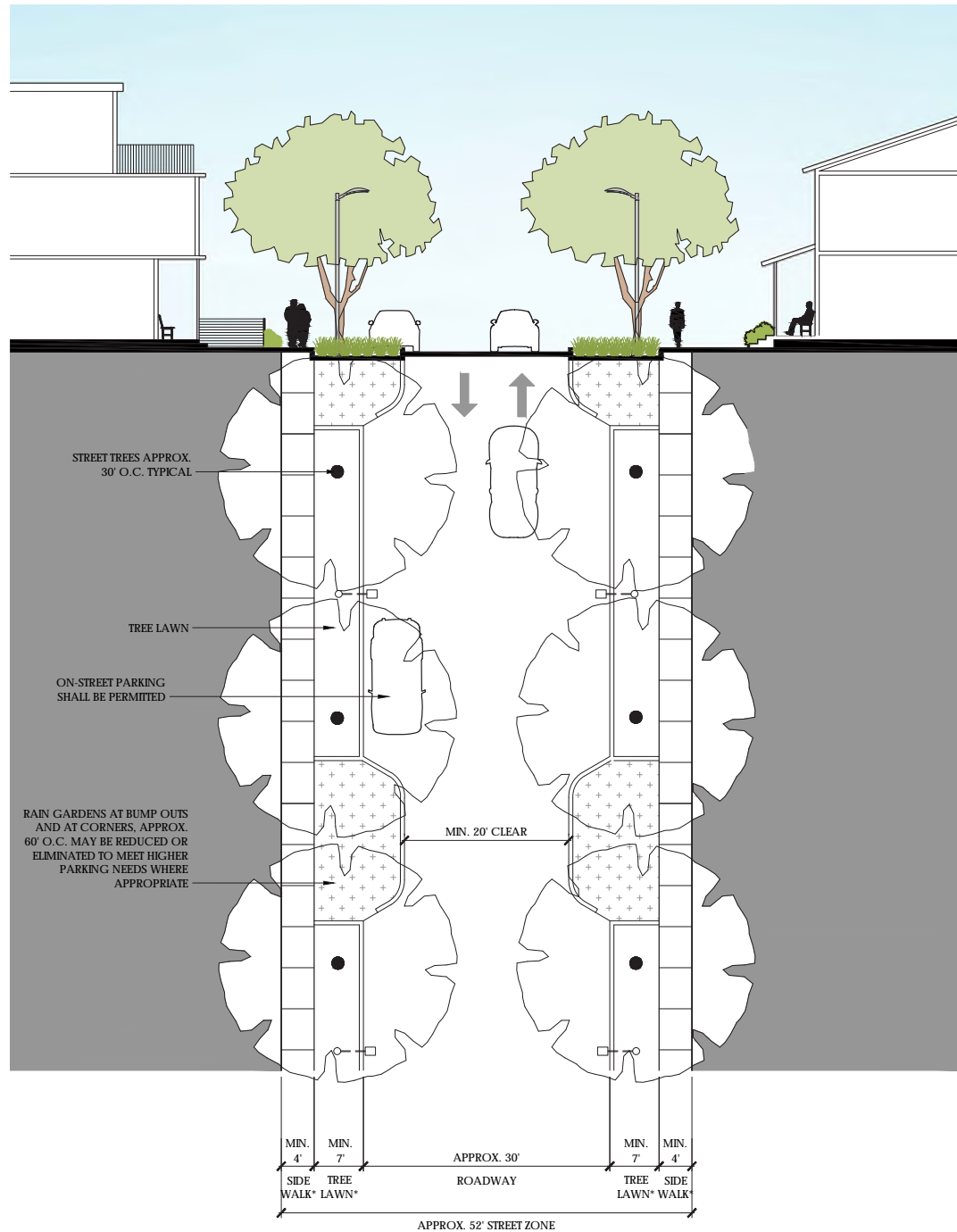
NOTES:

1. ANY COMBINATION OF THE TWO PARKING CONFIGURATIONS (PARALLEL OR ANGLED) AND TWO SIDEWALK CONFIGURATIONS (TREE LAWN OR TREE GRATES) SHOWN ABOVE MAY BE USED.

Figure 3.5.3: Secondary Retail Street

3.5.4 Residential Streets

The residential streets are designed to create a high quality residential street that will moderate traffic speeds, allow for convenient guest parking, and integrate street trees and green infrastructure into the streetscape.



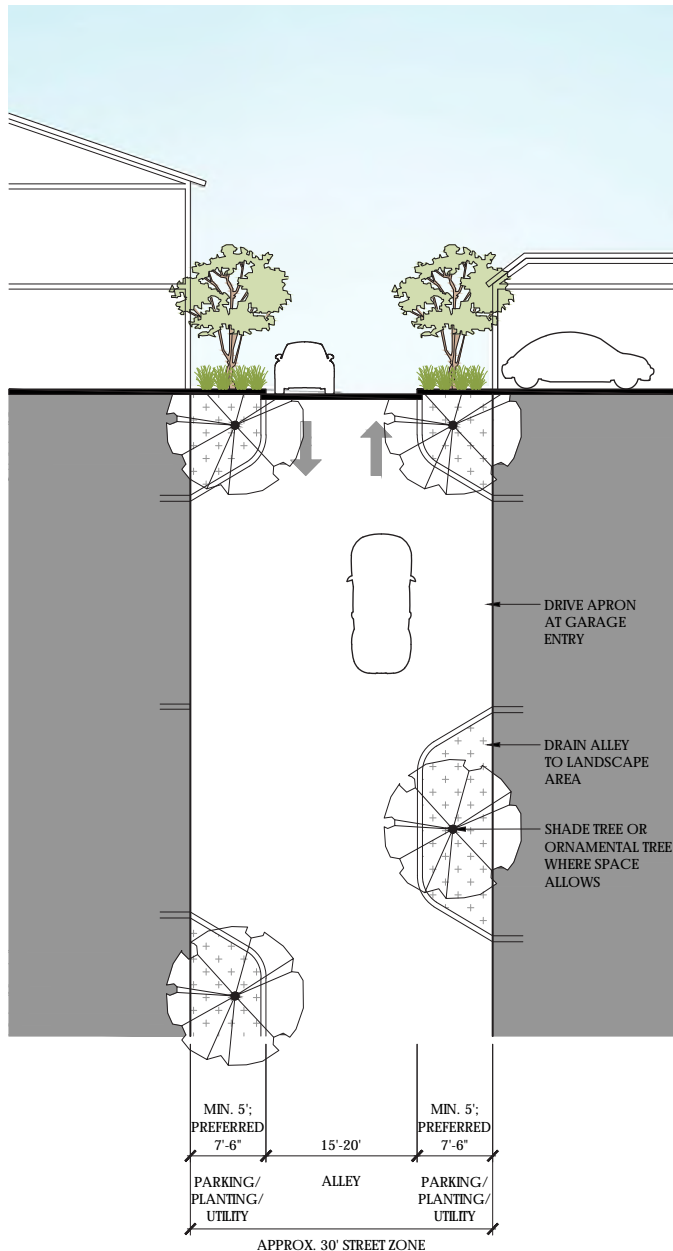
NOTES:

1. A 5' MINIMUM SIDEWALK AND A 7' MINIMUM TREE LAWN ARE REQUIRED IF THE ROADWAY ABUTS A NON-RESIDENTIAL USE.
2. WHERE THE ROADWAY ABUTS A PARK, THE REQUIRED SIDEWALK OR TRAIL MAY BE LOCATED WITHIN THE PARK SO LONG AS IT IS LOCATED WITHIN 15' OF THE ROADWAY.
3. WHERE THE ROADWAY ABUTS A PARK, HEAD-IN OR ANGLED PARKING MAY REPLACE PARALLEL PARKING. IN THESE CASES, THE STREET ZONE WILL NEED TO EXPAND AS NECESSARY TO ACCOMMODATE THIS PARKING LAYOUT.
4. THERE SHALL BE A MAXIMUM OF 200' BETWEEN BUMP-OUTS WHERE THERE IS ON STREET PARKING.

Figure 3.5.4: Residential Streets

3.5.5 Typical Residential Alley

The intent of the typical alley is to provide a functional alley that maximizes the visual appeal and integrates as much landscaping as possible. The smaller pavement section should be used wherever feasible and expanded where necessary for fire access.



NOTES:

1. ALLEY WIDTH SHALL BE 20' WHERE FIRE ACCESS IS REQUIRED.
2. ALLEY WIDTHS LESS THAN 16' ARE INTENDED FOR ONE-WAY TRAFFIC. DIRECTIONAL SIGNAGE IS REQUIRED AT ALLEY ACCESS POINTS FOR ONE-WAY ALLEYS.

3.5.6 Commercial Alley

Commercial Alleys are allowable at The Grove at Shoal Creek and are generally encouraged where they would minimize the conflicts and visual impacts created by the service functions and utility requirements of retail and other commercial buildings. A specific section is not provided for Commercial Alleys, but they should generally be designed similar to the residential alleys to include as much landscaping as feasible.

Figure 3.5.5: Typical Residential Alley

3.5.7 North Greenbelt Trail

The North Greenbelt trail will provide convenient access to the Signature Park and function as an east/west pedestrian and bicycle path on the south side of 45th Street (south of the existing homes). An optional 12' wide alley may be provided along the north property line to provide access to the existing homes which front on 45th Street at the developer's discretion and may be constructed only if allowed by the City of Austin. If the alley is constructed additional building setback from the north property line may be required to ensure the greenway zone still meets the minimum acreage designated in the Parks Plan for the North Greenbelt.

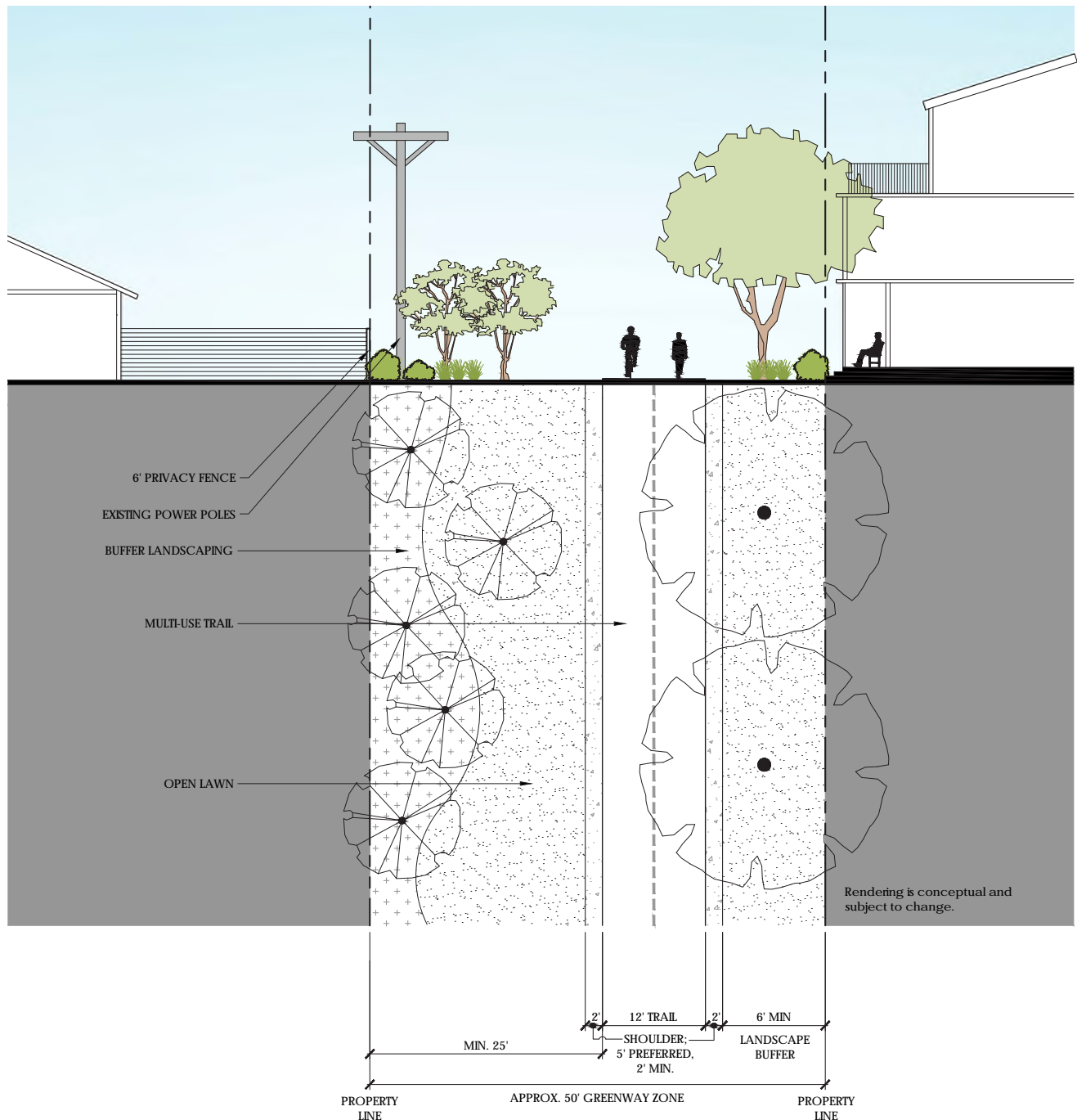


Figure 3.5.7: North Greenbelt Trail

3.5.8 Slip Road

The intent of the slip road is to provide safe access for on-street parking parallel to Bull Creek Road without obstructing traffic flow on Bull Creek Road. This framework element may be used between development parcels and Bull Creek Road and elsewhere on the site if appropriate.

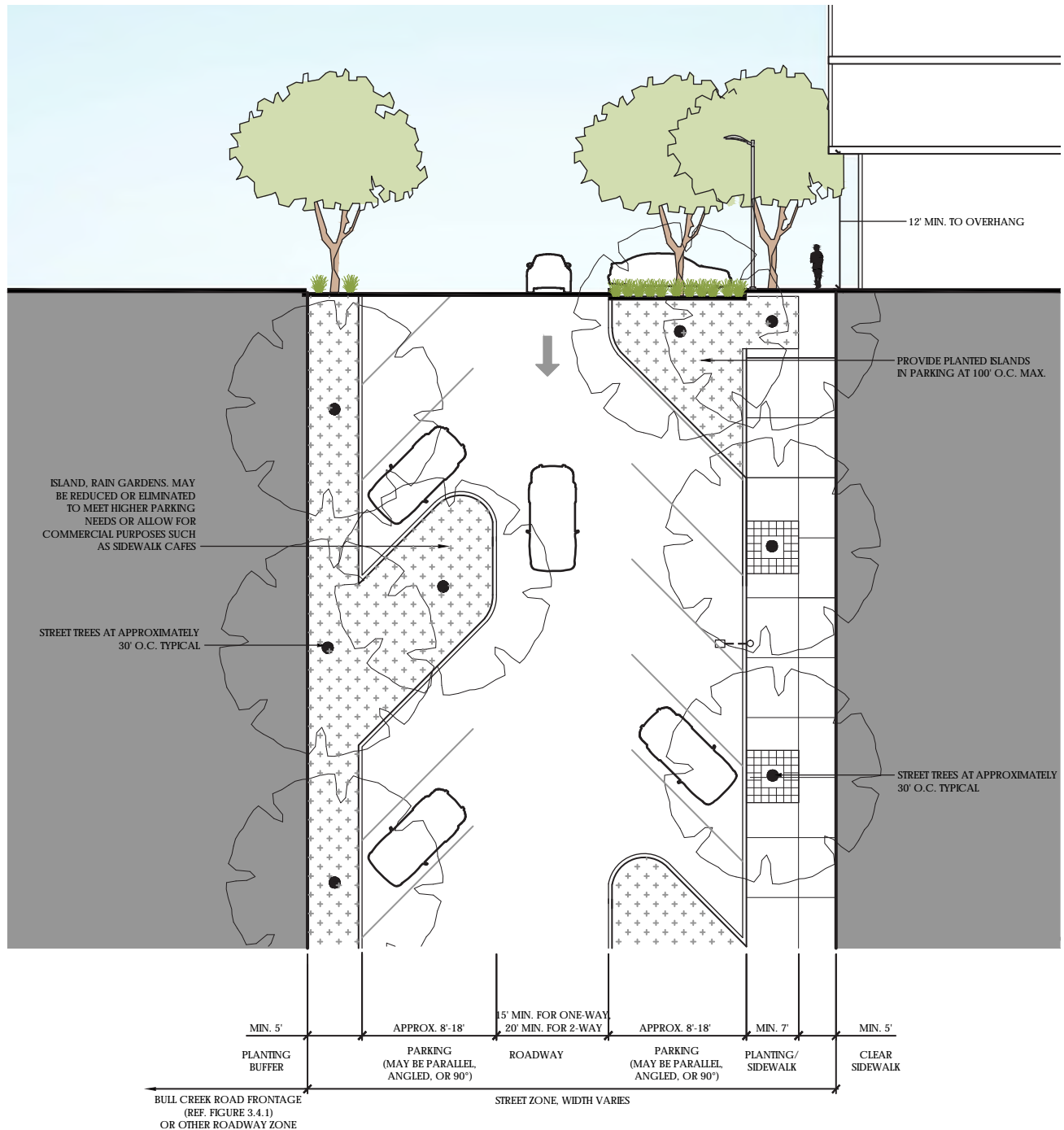


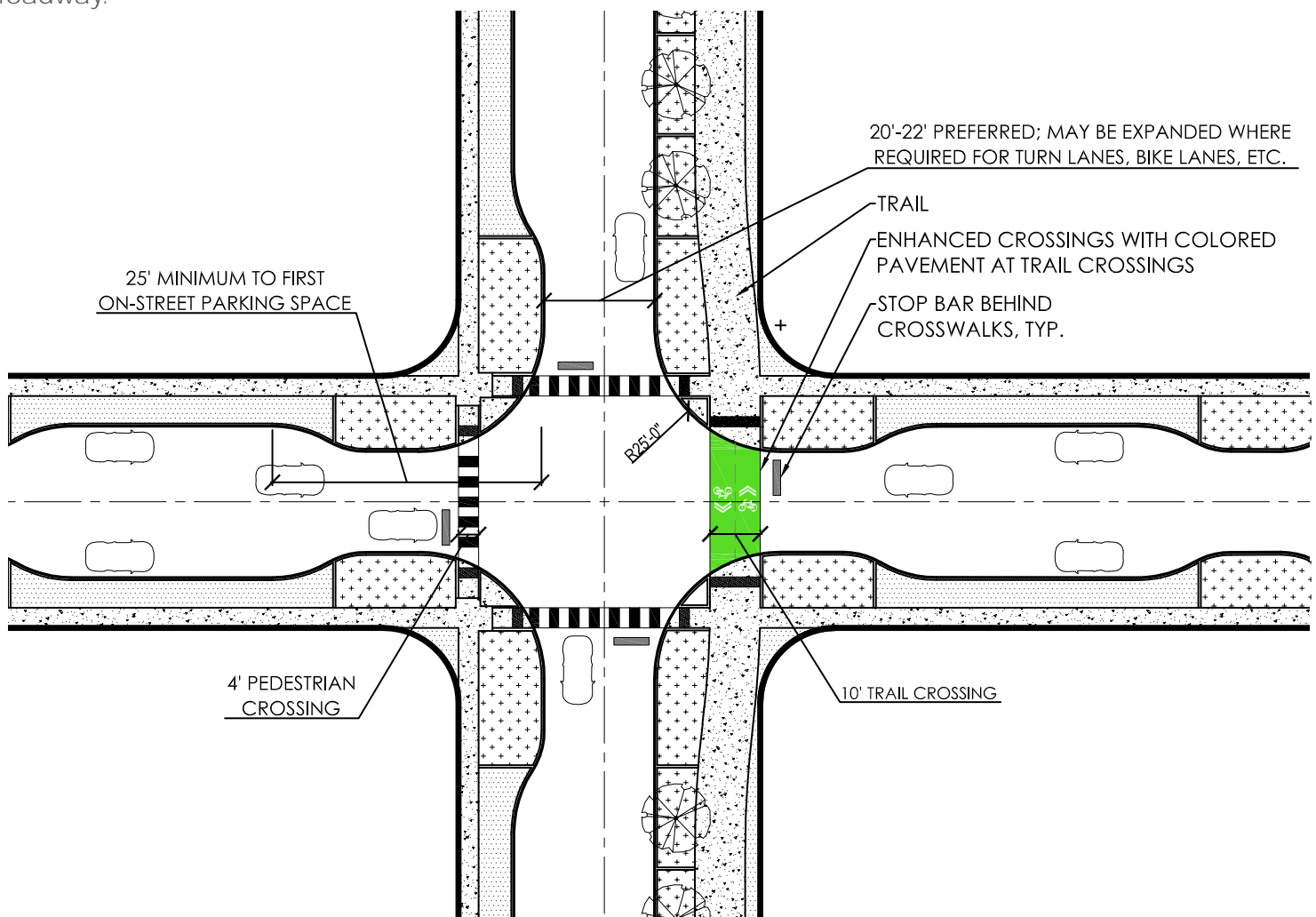
Figure 3.5.8: Slip Road

3.6 Typical Intersection Design

Intersections will take many distinct forms throughout The Grove at Shoal Creek as different street types intersect, additional turn lanes may occasionally be appropriate, some skew may be required, and bike lanes, trails, traffic controls, and other elements all impact the final design of an intersection. The typical intersections shown here are intended to set a general standard for intersections within The Grove at Shoal Creek that move traffic calmly but efficiently, provide for safe interactions between various modes of transportation, and contribute to the overall creation of a high quality, safe, and walkable urban environment.

3.6.1 Typical Intersection

The intersection shown here is between a Green Street and a typical residential street, but it reflects many of the qualities desired for all of the intersections at The Grove including minimal turning radii, bump-outs to shorten pedestrian crossings, clearly marked crosswalks, and clean integration of landscape, sidewalk, and roadway.



NOTES:

1. REFERENCE STREET STANDARDS FOR REQUIREMENTS FOR ROADWAYS, SIDEWALKS, STREET TREES, ETC.
2. ACCESSIBLE CURB RAMPS SHALL BE PROVIDED FOR ALL SIDEWALKS AT INTERSECTIONS UNLESS AN ACCESSIBLE ROUTE IS NOT POSSIBLE DUE TO SITE CONSTRAINTS. AN ACCESSIBLE ROUTE IS REQUIRED ON AT LEAST ONE SIDE OF ALL STREETS.

Figure 3.6.1: Typical Intersection Layout

3.6.2 Typical Traffic Circle

Roundabouts in the project are envisioned to help distribute traffic while also performing an important aesthetic function. The design below is conceptual and intended to communicate design intent, rather than to lock in specific dimensions, and may be modified based on final street design, etc. Because this facility is designed for relatively low vehicular speeds, the safest solution for cyclists is to merge with the vehicular lane and traverse the roundabout in the same manner as a vehicle. Cyclists who chose may dismount at the pedestrian ramp and instead traverse the roundabout as a pedestrian. This is an optional facility and may not occur on the final site plan.

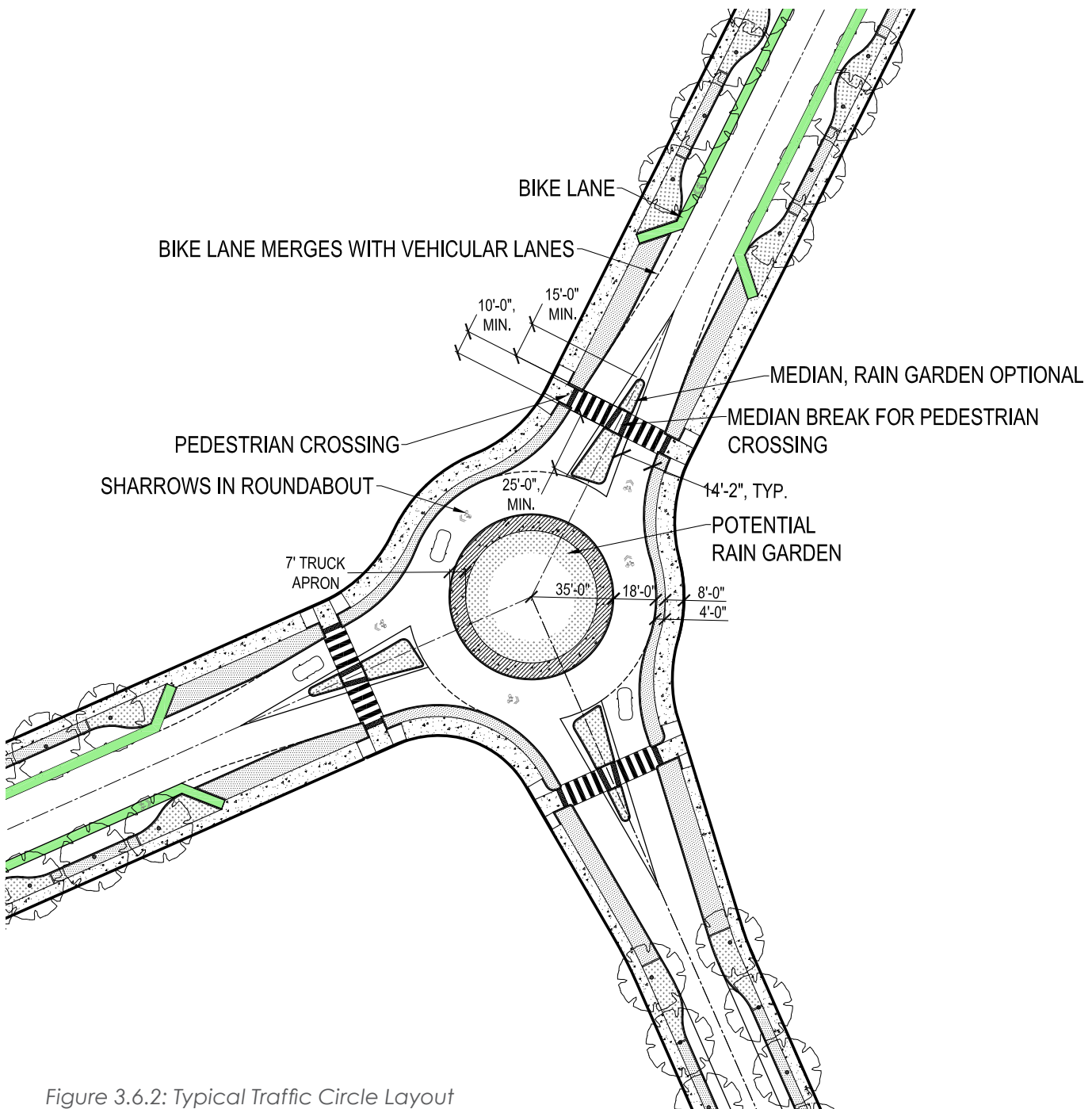


Figure 3.6.2: Typical Traffic Circle Layout

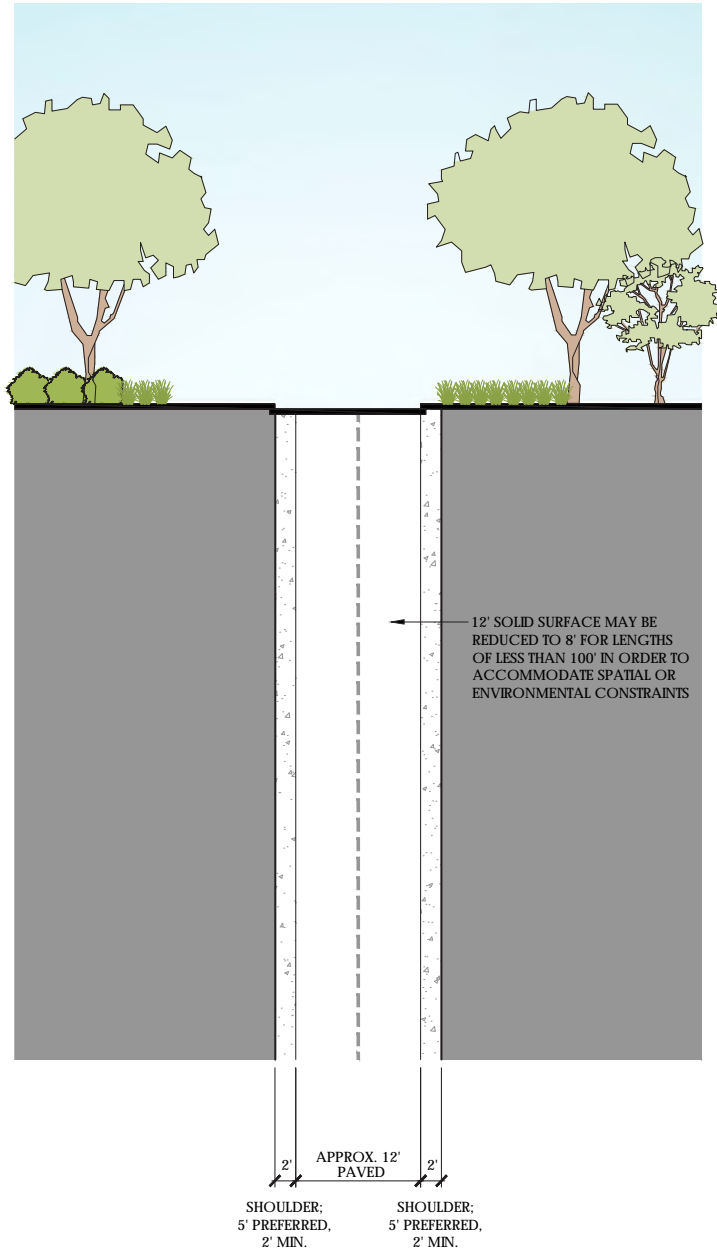
3.7 Trail Requirements

Trails at The Grove at Shoal Creek include the Shoal Creek Trail and North Greenbelt Trail as well as the trails along Bull Creek Road and the Green Streets, which are described in Sections 3.4 and 3.5. Section 3.7.1 defines requirements for the trails listed above, while 3.7.2 provides additional requirements for the Shoal Creek Trail. These requirements are intended to apply only to the urban trails on the site and do not apply to soft-surface trails, sidewalks, paths, and secondary trails within the park

3.7.1 The following requirements apply to all urban trails on the site:

- Unless specifically noted otherwise, these trails shall follow the requirements of the City of Austin Urban Trail Master Plan.
- While a 12' width is desired for all trails, a width of 8' is acceptable for trails, other than the Shoal Creek Trail and Bull Creek Road Trail. The width of any trail may be reduced to 8' for a length of up to 100' to accommodate spatial or environmental constraints.
- All trails within the development shall include wayfinding elements that describe distance, direction, and destination, at intervals of $\frac{1}{4}$ to $\frac{1}{2}$ mile. The purpose of these wayfinding elements is to orient users and visitors to the trail's destination, provide educational or informational background on the site, and facilitate recreational use (e.g. mile markers).
- Multi-use Trails should have a minimum centerline radius of 100'. Centerline radii where approaching curb ramps at intersections, road crossings, street islands, etc. should be no less than 10'.
- Raised street crossings should have a level surface that is the same width as the multi-use trails. The crossing surface should be 3" above the adjacent roadway with a 6' long transition to the road surface on either side. Where site drainage patterns do not allow for raised crossings, this geometry may be adjusted with approval from the City of Austin.

3.7.2 Requirements for the Shoal Creek Trail



NOTES:

1. TRAIL SEGMENTS LESS THAN 12' IN WIDTH FOR LENGTHS OF GREATER THAN 100' MAY BE ALLOWED WITH APPROVAL FROM PUBLIC WORKS.

Figure 3.7.2: Shoal Creek Trail

3.8 Parking Requirements

It is important that The Grove at Shoal Creek provide ample parking to meet the needs of the project's users. The majority of the site's parking needs will be met in parking garages, residential garages, and with on-street parking within the site. Some off-street surface parking may be necessary to ensure the viability of specific retail uses. Off-street surface parking is defined as a vehicle parking lot consisting of at least 10 spaces where neither the parking space themselves nor the drive isle serving the spaces is located within the street zone. Off Street Surface Parking does not include parking in residential driveways. Parking for the Grove shall meet the following standards:

3.8.1 Off-street surface parking may not cumulatively exceed 400 spaces for the entire site. Compliance with this standard shall be determined at final site plan and shall not apply to prior site plans.

3.8.2 Off-street surface parking should generally be located beside or behind buildings and should not occur between a building section and its Primary Frontage as described in Section 4 of this document.

3.8.3 Off-street surface parking shall be constructed to meet or exceed City of Austin requirements for parking lot landscaping.

3.8.4 Off-street surface parking lots are encouraged to be designed such that the paved surface drains into landscaped parking islands and peninsulas.

3.8.5 Required ADA parking shall be no more than 250' from the site it is serving.

3.8.6 Parking on the site shall not cumulatively exceed the parking requirements of Appendix A of the Land Development Code. Where a site plan includes a structured parking facility intended to serve future phases, the portion of that facility that exceeds parking requirements for that site plan must be barred from use until the future phase which it serves comes on-line.

3.8.7 Unless otherwise noted in this document, requirements of the City of Austin Land Development Code and Transportation Criteria Manual shall apply to parking in the project, including requirements regarding ADA parking, off-site parking, and design and construction standards.

4.0 ARCHITECTURE

4.1 Intent

Section 4 of The Grove at Shoal Creek Design Guidelines establishes standards and requirements for placement and design of buildings within the site. They are meant to ensure that buildings contribute to creating a walkable/pedestrian scaled neighborhood and to establish the relationship/placement of buildings to the variety of streets within the Grove at Shoal Creek. It is not the intent of this section to mandate any particular architectural style or character or to unduly limit creative expression. The intent of this section is to:

4.1.1 Ensure that buildings relate appropriately to surrounding uses and streets and create a cohesive visual identity and attractive pedestrian friendly streetscape.

4.1.2 Provide appropriate architectural direction to create a high-quality community development and streetscape environment.

4.1.3 Provide for a strong physical relationship between buildings and adjacent streets and sidewalks. Provide for convenient and easy pedestrian access to buildings

4.1.4 Provide design flexibility in building placement standards to allow for unique and diverse architectural expressions as well as for pedestrian-scaled uses such as outdoor dining terraces, porches, patios, and landscape features to enliven and enrich the streetscape environment.

4.1.5 Encourage buildings with appropriate human and pedestrian scale that create a sense of community. Building Architectural elements will be encouraged to help create gateways and public spaces and identify key intersections.

4.1.6 Encourage appropriate use of glazing, shading, and shelter to ensure that buildings contribute to the creation of a pedestrian-friendly environment with an active ground-floor experience.

4.1.7 Provide the flexibility necessary for diverse and well-articulated buildings throughout the site. Standards should encourage rather than hinder architectural creativity and expression.

4.2 Using This Section

Standards in this section are provided for the two Development Districts identified in Section 2: The Mixed-use District and the Residential District. If designing a building within a Tract where both districts are allowable, it will be up to the design team to determine which district is most appropriate for each building or site. For buildings where 10% or more of the gross square footage is dedicated to retail or office uses, and buildings where the primary frontage is the Retail Street, the Mixed-Use District must be used. Otherwise, this decision is fully at the discretion of the design team.

Standards for building placement are given in relationship to the Street Zone, Greenway Zone, or adjacent Park Space. Many building sites will be surrounded on three or more sides by such zones. For each building or site, it will be at the discretion of the design team to determine which of these is the Primary Frontage for the project. A Street Zone, Greenway Zone, or Park Space, may be selected to serve as the Primary Frontage. However, for sites bounded by the Retail Street, the Retail Street must serve as the Primary Frontage.

Some standards are given in relationship to the Bull Creek Road right-of-way that will apply regardless of whether that is selected as the project's Primary Frontage.

4.3 Building Placement

4.3.1 Mixed-Use District

- a. Buildings may be constructed immediately adjacent to the Street Zone, Greenway Zone, or Park Space. There is no minimum setback.
- b. The maximum setback for buildings along their Primary Frontage is 30', unless a public plaza is provided between the building and primary frontage.
- c. At least 50% of a site's Primary Frontage must consist of continuous building façade constructed within the maximum setback described in 4.3.1.b.
- d. Shade structures and canopies are permitted to encroach into the Street Zone or Greenway Zone above 12 feet of height to provide shade and architectural interest. There is no limitation to the distance which shade structures and canopies may encroach into the Street Zone or Greenway Zone, and support posts are allowed within the Street Zone or Greenway Zone as long as they do not interfere with the required sidewalk. Shade structures and canopies shall not interfere with street trees at maturity.
- e. Occupied space in buildings above the first floor is permitted to encroach into the Street Zone or Greenway Zone above 12 feet of height to increase the developable area of the structure and provide architectural interest. This type of encroachment may be a maximum of 7' or 10% of the width of the combined Street and Greenway Zone, whichever is smaller. Buildings in the street zone shall not interfere with street trees at maturity.
- f. Buildings may not encroach into Park Space.

- g.** Off-street surface parking is not permitted between the building and the Primary Frontage. A slip road is allowed in these locations (ref. section 3.5.8). (Note: off-street surface parking is allowed between the building and other Street Zones, Greenway Zones, or Park Spaces not selected as the Primary Frontage).
- h.** Off-street surface parking is not permitted between any building and the Bull Creek Road right-of-way regardless of whether Bull Creek Road is the Primary Frontage of the site. A slip road is allowed in these locations (ref. section 3.5.8).
- i.** For sites bounded by Bull Creek Road at least 50% of the site's Frontage on Bull Creek Road must consist of continuous building façade constructed within the maximum setback described in 4.3.1.b, regardless of whether Bull Creek Road is selected as the Primary Frontage. A slip road is permitted between the site and Bull Creek Road (ref. section 3.5.8).

4.3.2 Residential District

- a.** Buildings in the Residential District may not encroach into the Street Zone, Greenway Zone, or Park Zone.
- b.** Detached residences:
 - 1. The minimum setback from the Primary Frontage is 10'. The minimum setback for porches or stoops is 5'.
 - 2. The minimum setback for front-facing garages is 18'. Parking is allowed in the driveway of a front-facing garage.
 - 3. The maximum setback for the Primary Frontage is 25'.
 - 4. Tandem parking is permitted.
- c.** Attached Residences (e.g. Townhomes, Row Homes, Duplexes, Multifamily Buildings)
 - 1. The minimum setback from the Primary Frontage is 5' for the first floor only to allow for porches and stoops. There is no minimum setback above the first floor.
 - 2. There is no minimum setback for porches, stoops, balconies, etc.
 - 3. The maximum setback from the Primary Frontage is 30'.
 - 4. At least 50% of a site's Primary Frontage must consist of continuous building façade constructed within the maximum setback described above.
 - 5. Front-facing garages are generally discouraged but will be allowed where necessary. The setback for front-facing garages is 5'. Parking is allowed in the driveway of a front-facing garage so long as that garage is set back a minimum of 18' from the Street Zone.
 - 6. Tandem parking is permitted.

7. Off-street surface parking is not permitted between the building and the Primary Frontage. (Note: off-street surface parking is allowed between the building and other Street Zones, Greenway Zones, or Park Spaces not selected as the Primary Frontage).
8. Off-street surface parking is not permitted between any building and the Bull Creek Road right-of-way regardless of whether Bull Creek Road is the Primary Frontage of the site.
9. For sites bounded by Bull Creek Road at least 50% of the site's Frontage on Bull Creek Road must consist of continuous building façade constructed within the maximum setback described in 4.3.2.c.3 regardless of whether Bull Creek Road is selected as the Primary Frontage.

4.4 Building Design Standards

4.4.1 General Design Standards

All buildings at The Grove shall meet the following standards:

- a. Generally, pedestrian entries to the buildings are encouraged as frequently as practical along all Street Zones, Greenway Zones and Park Space frontages. At least one primary pedestrian building entry must occur along the building's Primary Frontage.
- b. Ground floor residential units that are oriented toward the street should have direct access from the street where practical, via porch, stoop, or other entries. At a minimum, 50% of such units shall have direct entries from the street. Where feasible, Elevation of ground floor units should be slightly elevated above the sidewalk elevation. A range of 12-36 inches is considered optimal and should be utilized where feasible. However, site grading constraints may result in a wider range of acceptable ground floor elevations. Where these conditions exist, the building or first floor should generally be set back sufficiently from the Street Zone to allow for a porch, stoop, terrace, or other pedestrian access.
- c. Ground floor retail uses shall generally have a height and depth sufficient to support the intended use and shall have at least one pedestrian entry along the street they are oriented towards.
- d. Parking structures, when utilized, should be designed to not dominate the built environment, and should be visually screened from the street through use of architectural treatment or green screens. Where possible, wrapping parking structures with buildings is encouraged.
- e. Building cladding materials shall be high quality and attractive. Preferred materials include Texas limestone or sandstone, smooth horizontal bevel or lap-siding fiber-cementous siding with mitre corners, smooth finish or painted brick, smooth finish stucco; or other similar or special materials where appropriate and complimentary to the overall context and character.

4.4.2 Mixed-Use District Standards

- a. Medium Density residential and commercial mixed-use building are strongly encouraged – they should be designed to extend and enliven the fabric of the streets. These mixed-use buildings and uses are not intended to be stand-alone buildings but an integral part and core of The Grove at Shoal Creek community creating ground level activity and neighborhood

oriented uses. They will provide a scale transition to adjacent Townhomes and Single family districts of the master plan.

b. For buildings whose primary frontage is the Retail Street, at least 70% of the primary frontage shall consist of pedestrian oriented uses, including retail, lobbies serving office uses, and lobbies, sales centers, or amenity areas serving residential uses. Buildings facades along the Retail Street that exceed 200 ft in length shall have a building entrance at least every 100 ft.

c. Mixed-use buildings are encouraged to be designed with pedestrian friendly outdoor elements such as extended/projecting eaves for shade and the use of loggias, porches, terraces, and/or courtyards.

d. For all uses in a Mixed-Use building, the minimum off-street parking requirement shall be 60 percent of that prescribed by the City of Austin Off-Street Parking and Loading Requirements. This reduction may not be used in combination with any other parking reduction.

e. Glazing

1. For non-residential uses on the ground floor along a building's Primary Frontage, at least 30% of the wall area of the first floor between 0 and 12' must consist of glazing.
2. For residential uses on the ground floor along a building's Primary Frontage, at least 10% of the wall area of the first floor between 0 and 12' must consist of glazing.
3. Along a building's Primary Frontage, at least 10% of the wall area for the second floor (if provided) must consist of glazing.
4. Where a building faces any Street Zone, Greenway Zone, or Park Space that is not its Primary Frontage, at least 10% of the wall area of the first two floors must consist of glazing unless building code prevents windows on such facades.
5. These glazing standards do not apply to parking structures.

4.4.3 Residential District Standards

a. Detached Residence

1. On the front façade, at least 10% of the wall area of the first floor of detached residences must consist of glazing. The area of a front facing garage door is not counted in this calculation.
2. Use of porches, terraces, and other front-facing outdoor spaces is strongly encouraged.
3. Homes on corner lots should be designed so that architecturally attractive elevations are presented to both sides by using such elements as wrap-around porches, landscape design elements, massing, façade composition, and other design elements. If necessary when a garage faces a side elevation on a corner it shall be designed as an extension of the primary elevation.

b. Attached Residences / Multi-family Buildings

1. Grouping of townhomes/row homes shall have a minimum separation of 10 ft every 180 ft or 8 units whichever is less. This separation shall allow for pedestrian access and circulation to/from alleys and through the neighborhood.
2. Townhomes/Row Houses on corner lots shall be designed and situated so that both street frontages are front facades; with corner elements and architectural compositions encouraged to create handsome facades on both sides.
3. Multi-family buildings are encouraged to be designed with pedestrian friendly outdoor elements such as extended/projecting eaves for shade and the use of loggias, porches, terraces, and/or courtyards.
4. Where a building faces any Street Zone, Greenway Zone, or Park Space, at least 10% of the wall area of the first two floors must consist of glazing unless building code prevents windows on such facades. The area of a garage door is not counted in this calculation.

c. Residential Development Adjacent to Public Parks

1. Where residential development abuts public parkland, the development shall meet the standards depicted in Figure 4.4.3.

d. Where residential development occurs within 75' of the Bull Creek Road ROW within Tracts D and E, shown on the Land Use Plan as the Oakmont Compatibility Zone, the development shall meet the following additional standards:

1. The minimum setback from the Bull Creek Road ROW for a third story shall be 35' if the height of the building exceeds 30'.
2. The minimum setback from Bull Creek Road ROW shall be increased to 28' for a minimum of 50% of the total frontage (minimum setback is 25' for the remainder per the Land Use Plan). Porches may encroach into this setback.
3. Garages are not permitted to face Bull Creek Road.
4. A minimum of 50% of the residential units adjacent to the Bull Creek Road ROW shall have a porch that faces the Bull Creek Road ROW.

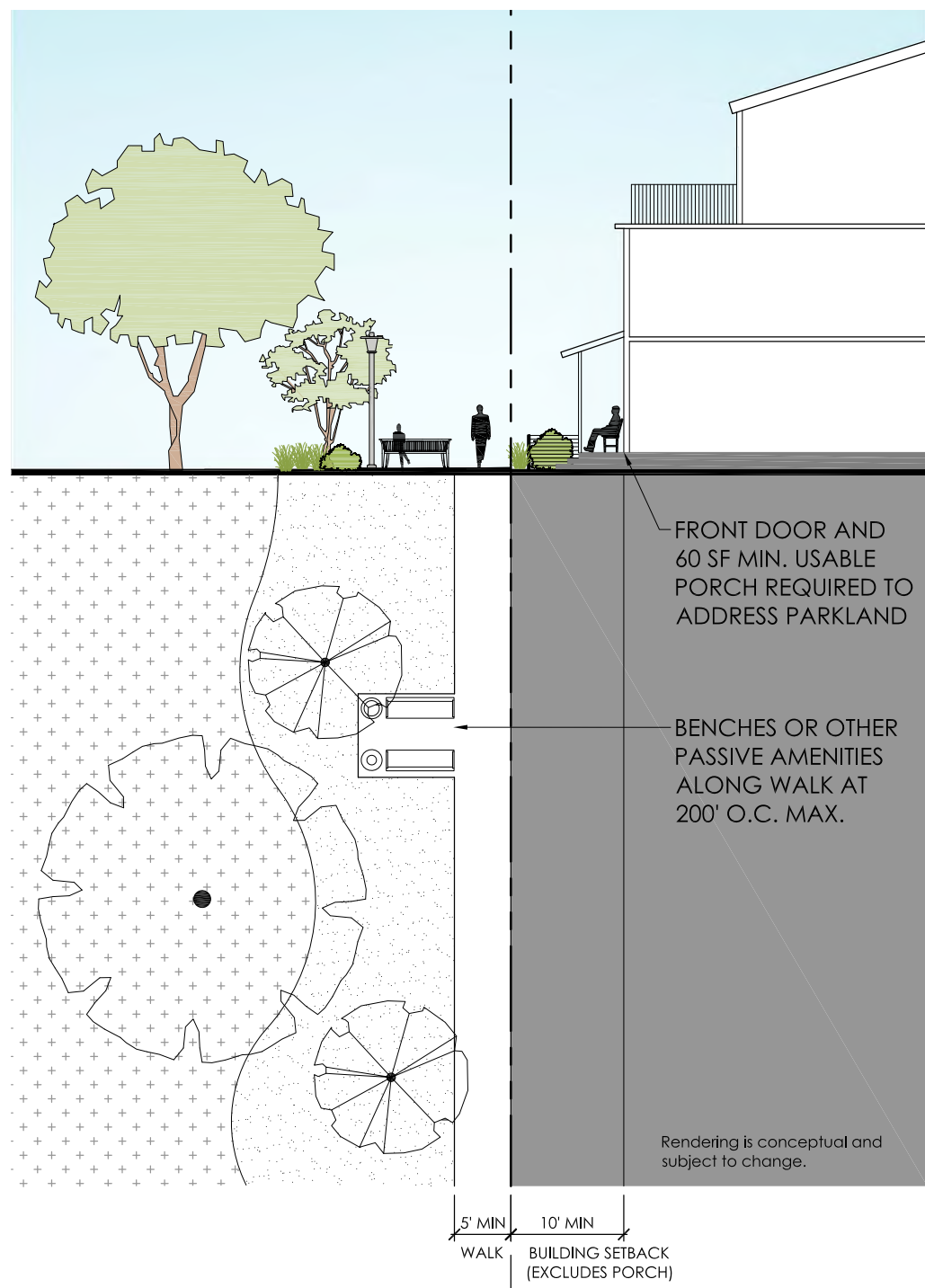


Figure 4.4.3: Residential Development on Parks

5.0 Landscape and Open Space

5.1 Intent

Section 5 of The Grove at Shoal Creek Design Guidelines establish standards to ensure that the landscape, park space, and open space elements within the project support the overall Guiding Principles of The Grove. Landscape elements throughout the project will be implemented in ways that enhance experience of the urban spaces, create high quality parks, and support environmental sustainability. The intent of this section is to:

5.1.1 Ensure the creation of high quality parks and common open spaces for the enjoyment of residents and visitors alike.

5.1.2 Ensure that the landscape within the streetscapes of The Grove provides shade as well as a quality environment.

5.1.3 Ensure screening of equipment and utilities.

5.1.4 Provide standards for lighting within The Grove to minimize off-site impacts.

5.1.5 Provide standards for signage within The Grove, allow signage as advertisement to support economic sustainability, and encourage signage that is pedestrian scaled and supportive of the urban vision for The Grove.

5.2 Parks and Open Spaces

5.2.1 Introduction

The park spaces throughout the site are meant to provide a variety of uses and activities to serve the area neighborhoods and create space for multi-modal and sustainable infrastructure. Park Space includes both publicly dedicated and privately owned but publicly accessible open spaces. As shown on the PUD Parks Plan (Figure 5.1), the park spaces will consist of:

- The Signature Park (16.25 acres minimum) along Shoal Creek
- A public plaza within the Mixed-Use District
- A Central Greenbelt connecting the Residential and Mixed-use Districts (ref. Framework section)
- A North Greenbelt connecting Bull Creek Road to the Signature Park (ref. Framework section)
- A Pocket Park along Bull Creek Road

5.2.2 Signature Park

The Signature Park will be the largest park at The Grove and will house most of the site's mature oak trees. The following guidelines should be used in developing plans for the Signature Park:

- The park character should evolve from an urban, active edge on its west end to a restored natural area with trails and enhanced native prairie and grow zone on its east end, as it approaches Shoal Creek.

- Amenities within the Signature Park should include, at a minimum: a children's playscape, paved trails, soft-surface trails, a wet pond with overlooks and picnic areas, an open lawn area and the Shoal Creek Trail on the eastern edge of the project.
- Outside of trails and necessary parking, large areas of paving should generally be avoided in the Signature Park.
- Great care should be taken in preserving the existing trees in the Signature Park. While it is important to provide park users with access to the trees and the shade they provide, care should be taken when planning or constructing improvements within the critical root zone of existing trees.

5.2.3 Central Plaza

The Central Plaza will be the central urban gathering place within the project. The following guidelines should be used in developing plans for the Central Plaza:

- Provide plenty of shade with shade structures and/or shade trees.
- While heavy use will dictate large paved areas in the plaza, ensure green spaces are integrated as frequently as practical.
- Outdoor dining should be encouraged for restaurant uses surrounding the plaza. Kiosks are also encouraged.
- An interactive water feature is encouraged within the plaza.

5.2.4 Bull Creek Road Pocket Park

Situated around a grove of mature live oaks, the Bull Creek Road Pocket Park will provide a welcoming entrance into the residential portion of the site off of Bull Creek Road as well as a neighborhood amenity for the site and nearby neighbors. The following guidelines should be used in developing plans for the Bull Creek Road Pocket Park:

- Open lawn space for passive uses should predominate the park
- Amenities may include a picnic pavilion, a small children's play area, a garden area, sidewalks, and trails.
- Great care should be taken in preserving the existing trees in the Pocket Park. While it is important to provide park users with access to the trees and the shade they provide, care should be taken when planning or constructing improvements within the critical root zone of existing trees.

5.2.5 Additional Pocket Parks

Additional pocket parks may be included throughout the site to provide small amenity and gathering spaces near homes and places of business. Where included, these pocket parks should generally be at least 10,000 SF in size and should include a range of passive amenities, which may include:

- Open lawn
- Gardens
- Seating and picnic areas
- Small gazebos or shade structures
- Small gathering spaces

5.2.6 Other Green Spaces

Throughout the site there may be additional, dispersed green spaces. These spaces should take a form and character that complements the context in which they lie. Raingardens and other green infrastructure are encouraged to be included where feasible and appropriate within the overall drainage of the site.

5.2.7 Greenbelts and Trails

Reference Section 3

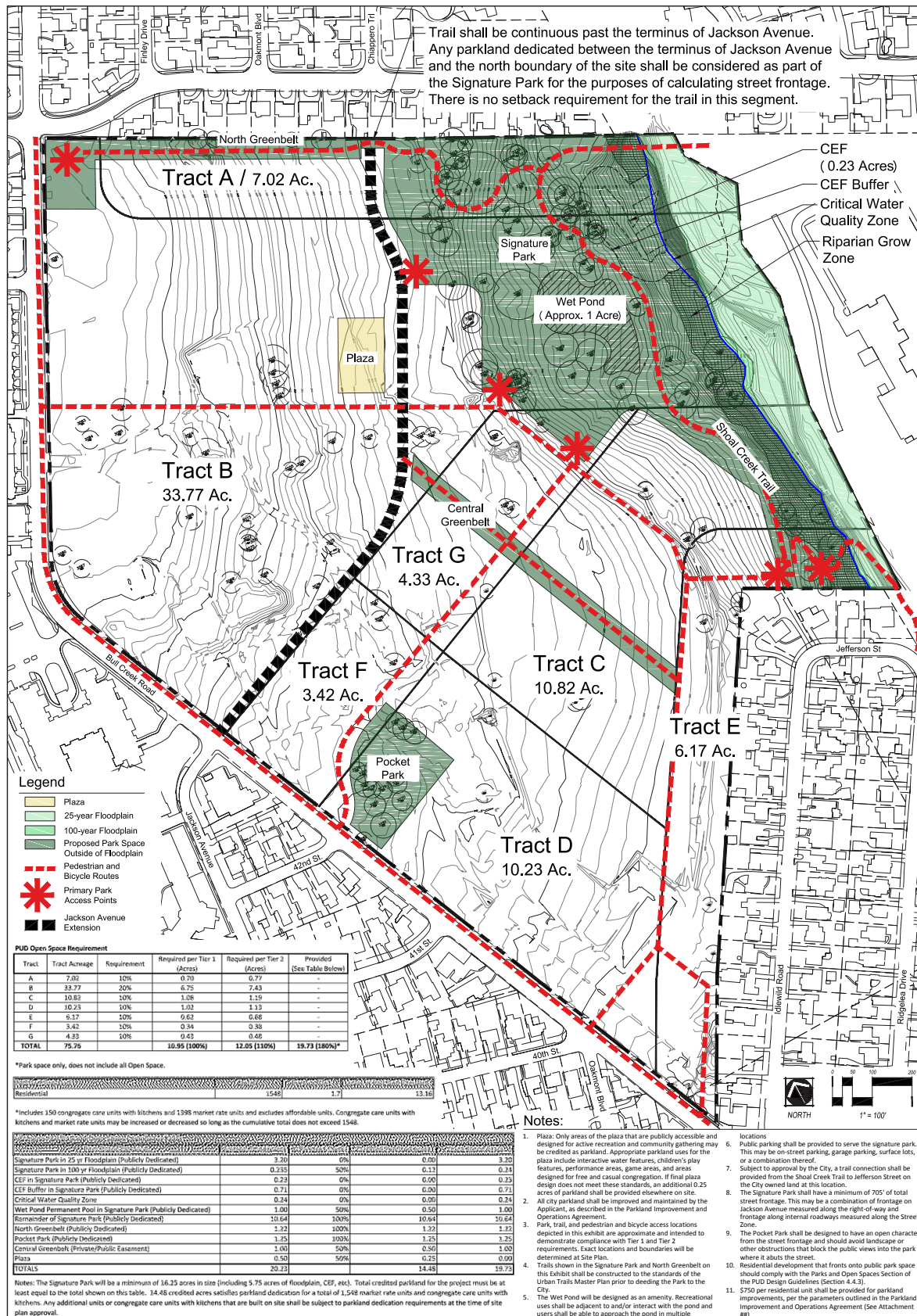


Figure 5.1: PUD Parks Plan Exhibit

5.3 Landscape and Streetscape

5.3.1 Landscape Character and Plant Selection

a. Landscape applications should complement the context in which they are located. For example, landscape in an urban setting may include more intensive treatments. Landscape in the parks and green spaces should have a natural look with lawns and organic planting patterns among the existing trees. Landscape in the residential areas should focus on creating a sense of safety and community with well maintained and diverse plantings.

b. Native and drought tolerant plant species should be used as much as possible. A minimum of 95% of non-turf plant materials on any project should be from the Austin Grow Green Guide or should demonstrate equal appropriateness to the Austin environment.

5.3.2 Street Trees

a. Street trees shall be provided as specified in the Framework Section. Spacings specified are intended to be approximate and may vary based on infrastructure, intersections, driveways, utilities, etc.

b. Street trees shall be a minimum of 3" caliper measured 6" above the base at the time of planting. Street trees may be counted toward requirements for mitigation of existing trees.

c. Street tree species should vary throughout the site. While a single street or project may contain a monoculture of trees, no single species should represent more than 25% of street trees planted at The Grove. This requirement is intended to apply to the site as a whole and should not apply to any one street, project, or site plan.

5.3.3 Green Infrastructure

a. Raingardens, bioswales, and other green infrastructure elements shall be designed and landscaped to create a well-maintained and visually appealing character.

b. Green infrastructure elements shall be planted in accordance with the City of Austin Environmental Criteria Manual, in effect on the date of approval of these guidelines.

5.3.4 Tree preservation and replacement

a. Tree preservation for this project is dictated by the approved PUD Ordinance.

b. All healthy, non-invasive trees on site should be preserved to the extent feasible, unless those trees are creating a negative impact on higher value trees (e.g. located too closely together causing competition for space and nutrients). Removal and mitigation of these trees is governed by the Tree Disposition Plan attached to the PUD.

c. Preservation of trees shall be in accordance with the City of Austin Code and Environmental Criteria Manual.

5.3.5 Street Furniture and Paving

- a. Furnishings such as benches, trash and recycling receptacles, etc should be placed within the high pedestrian traffic areas and transit stops at intervals which ensure convenience and comfort.
- b. The aesthetics of the site furnishings should create a cohesive theme throughout the project. But may vary depending on context. For example, furnishings may be a more contemporary style in the urban plaza and a more classic style along trails in the signature park.
- c. Special pavement applications are encouraged in plaza areas, other specialty pedestrian areas, and may be used to help delineate pedestrian crossing. Permeable pavers or porous pavements may be considered where possible.

5.3.6 Screening of Equipment and Utilities

- a. All mechanical equipment and utilities, with the exception of solar panels, shall be screened from view from the streets by either landscaping or decorative enclosure.
- b. Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscape so that the visual impacts of these functions are contained and out of street-level view from adjacent streets and street zones. Screening materials for solid waste collection and loading areas shall be the same as, or of equal quality to, the materials used for the principal building. These functions may be placed along commercial alleys without the necessity of screening from the alley.

5.3.7 Walls and Fences

Fencing is allowed on site and is generally encouraged where necessary to define private spaces and create necessary boundaries between uses. Fencing in the residential zone shall meet the following standards:

- a. Fences or walls located at the sides or backs of buildings are permitted and may be up to 7 feet in height. These fences shall be constructed of wood, decorative metal, masonry, or other quality materials.
- b. Fences located between the front of buildings and the street zone are allowed in the Residential Zone only to define private front yard spaces. These fences must be no greater than 4' in height and must be constructed of wood, decorative metal, masonry, or similar quality material. Height limit is not inclusive of any retaining walls.

5.4 Exterior Lighting

5.4.1 Street and Area Lighting

Lighting is an important component to site safety. Street lighting should provide light for both the vehicular lanes and pedestrian sidewalks. Lighting along pedestrian paths and within parks should meet minimum safety standards in all locations where night use is expected.

All site and area lighting shall limit off-site impacts by meeting the following requirements based on the International Dark-Sky Association / Illuminating Engineering Society Joint Model Lighting Ordinance published in 2011, and utilizing the BUG rating system. The BUG rating system consists of three components: B (Backlight), U (Uplight), and G (Glare). The following requirements are for all site and area lighting fixtures on site:

- a. The maximum allowable Uplight rating shall be U2. Fixtures that do not have a BUG rating but are rated as Full Cut-off shall be assumed to be in compliance with this requirement.
- b. For fixtures located less than 2 mounting heights from the boundary of the The Grove at Shoal Creek, the maximum Backlight rating shall be B2.
- c. For fixtures located less than 2 mounting heights from the boundary of The Grove at Shoal Creek, the maximum Glare rating shall be G1.
- d. Where the site abuts Bull Creek Road, the centerline of the road shall be considered the boundary of The Grove at Shoal Creek for the purposes of determining compliance with the above requirements.

5.4.2 Accent Lighting

Lighting is also a useful tool for enhancing architectural and landscape aesthetics and enjoyment of a site. Accent lighting should be utilized to highlight trees, architectural elements, landscape elements, artwork, and other unique features as appropriate, especially in the public plaza and along the Retail Street. The following regulations will govern accent lighting:

a. Directional Luminaires

Directional Luminaires may be used to illuminate signs and flagpoles. Such luminaires shall be installed and aimed so that they illuminate only the specific object or area and do not shine directly onto neighboring properties or roadways.

b. Landscape Lighting

Uplighting and downlighting of trees, artwork, kiosks, and other landscape features shall be allowed. Landscape lighting fixtures must be 24 volts or less unless they are directed downward and shielded.

c. Lighting of Building Facades

1. Downlighting of buildings and structures is permitted if fixtures are fully shielded or full cut-off or if they meet the requirements below for Uplighting.
2. Uplighting of building facades should only be used to highlight specific architectural features such as principal entrances, corners, terminus elements, and towers, and allowed in the Mixed-use District only. Luminaires used for uplighting are limited to 100 Lumens per linear foot of façade to be lit (measured horizontally), unless the fixture is 24 volts or less.
3. Direct view fixtures are permitted in the Mixed-use District on building facades and are limited to 250 lumens per linear foot of fixture.

d. Festoon Lighting

String lights and festoon lighting are permitted over roadways and in outdoor use areas within the Mixed Use District as temporary or permanent installations.

5.5 Signage

5.5.1 Free Standing Signs

a. Community Identity Signs

For each vehicular entry to the project depicted on the Land Use Plan, two permanent subdivision identification signs with a combined sign area of not more than 128 square feet and height not exceeding 6 feet are permitted. One additional sign with a sign area of not more than 64 square feet and height not exceeding 6 feet is permitted at the northwest corner of the site near the intersection of Bull Creek Road and 45th Street.

b. Commercial Multi-tenant Signs

Up to two (2) multi-tenant signs are allowed for The Grove at Shoal Creek development. These signs are subject to the following standards:

- A maximum area of 250 square feet
- A maximum height of 20'

c. Project Identity Signs

For each building containing a non-residential use or more than one residence, a free standing sign is permitted on the same lot. This sign shall not exceed 35 sf in area or 6' in height.

5.5.2 Building Signs

Building signs are permitted on all buildings within The Grove except detached single family residences. Blade signs, awning signs, under-canopy signs, heraldic signs, and letter-mounted signs are encouraged. The total sign area on any building shall not exceed 20 percent of the façade area of the first 15 feet of the building.

5.5.3 Non-permanent Signs

Signs such as commercial flags and street banners add vibrancy and character to the street scene and reinforce community events and programs. These temporary signs are permitted within the boundaries of The Grove at Shoal Creek without restriction.

